The Hong Kong Daily Press.

No. 5910 第五千九百一十號 光緒丙子年九月十七日 HONGKONG, THURSDAY, NOVEMBER 2ND, 1876. 禮拜四 英十一月二號 香港 [PRICE $2½ PER MONTH.

Arrivals.

November 1, YESSO, British str., 559, J. E. Punchard, Foochow 27th October, Amoy 28th, and Swatow 31st, General.—D. LAPRAIK & Co.

November 1, KEARSARGE, American corvette, 695, F. V. McNair, Yokohama 24th October.

November 1, HOOHUNG, Chinese str., 849, Petersen, Canton 31st October, General.—C. M. S. N. Co.

November 1, ZAMBOANGA, Spanish str., 615, R. Lopez, Amoy 31st October, General.—REMEDIOS & Co.

November 1, HORNET, British gunboat, from Macao.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,
NOVEMBER 1ST.

Esmeralda, British steamer, for Amoy.
Namoa, British steamer, for East Coast.

Departures.

November 1, PEIHO, Ger. bark, for Bangkok.

November 1, ALVA, Portuguese ship, for Batavia.

November 1, KIM HONG TYE, Siamese bark, for Bangkok.

November 1, VIDAL, Fren. bk., for Keelung.

November 1, CHINKIANG, British str., for Shanghai.

November 1, ESMERALDA, British steamer, for Amoy.

Passengers.

ARRIVED.

Per *Yesso*, str., from East Coast:—
171 Chinese.

Per *Zamboanga*, str., from Amoy:—
90 Chinese for Manila.

DEPARTED.

Per *Chinkiang*, str., for Shanghai:—
Colonel Moggridge, Major Emerson, Captain Creagh, Captain Layard, and Mr. C. V. Creagh.

Per *Esmeralda*, str., for Amoy:—
200 Chinese.

TO DEPART.

Per *Namoa*, str., for East Coast:—
1 Cabin and 120 Chinese.

Reports.

The Spanish steamship *Zamboanga* reports left Amoy on 31st October, and had weather throughout.

The American corvette *Kearsarge* reports left Yokohama on 24th October at 2 p.m., and had moderate winds from the Northerly and Westward to Cape Chichakoff; thence thick, fresh N.E. monsoon and moderate sea from Turnabout down. Passed Turnabout at 6.10 p.m. on the 30th, 7 days and 13 hours making passage. Passed the P. M. steamship *Great Republic* and a French mail steamship 24 hours out of Yokohama.

The British steamship *Yesso* reports left Foochow on 27th October, Amoy on the 28th, and Swatow on the 31st. From Foochow to Amoy had dull, cloudy weather and fresh N.E. monsoon. From Amoy to Swatow same weather. From Swatow to Hongkong fine weather and light variable winds. In Foochow, the steamship *Europe*. In Amoy, strs. *Tientsin*, *Zamboanga*, and H.M.'s gunboat *Ringdove*. The steamship *Cartisbrooke* left Amoy for Swatow. In Swatow, strs. *Carisbrooke*, *Swatow*, *Pernambuco*, *Bellona*, and *Atalanta*.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(*Per last Mail's Advice.*)

Vessels.	From.	Date of Arrival.
Benledi (s.)	Hongkong	Sept. 7
Eliza Shaw	Manila	Sept. 7
Leicester	Yokohama	Sept. 7
Esmeralda	Manila	Sept. 7
Hermann	Manila	Sept. 7
Vancouver (s.)	Foochow	Sept. 8
America	Manila	Sept. 8
Killarney (s.)	Foochow	Sept. 8
Nicoline	Hongkong	Sept. 9
Rurik	Yokohama	Sept. 12

Vessels Expected at Hongkong.

(*Corrected to Date.*)

Vessel's Name.	From.	Dates.
Ugo	Cardiff	June 3
Elmstone	London	June 9
Aurora	Richmond	June 9
Vanadis	Cardiff	June 21
Burton Stather	Newcastle	July 21
Spica	Newport	June 21
Fire Queen	London	July 22
Mount Washington	Hamburg	July 25
Cutwater	Cardiff	July 26
Hopewell	London	July 28
E. P. Bouverie	Cardiff	Aug. 8
Unanima	Antwerp	Aug. 9
Bertha	Hamburg	Sept. 1
Frederick	Cardiff	Sept. 2
Elgin (s.)	London	Sept. 7
McNear	Cardiff	Sept. 8
Palestine	London	— —

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon,
Sundry Goods.

LANE, CRAWFORD & Co.,
At 2 P.M.,
Sundry Articles.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 °/. allowed.

HOLLIDAY, WISE & Co.,
Agents.
46 Hongkong, 8th January, 1875.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 °/.)

GILMAN & Co.,
Agents.
tf 1063 Hongkong, 7th July, 1874.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 °/.

Attention is invited to a considerable reduction in premia for Life Insurance in China.

Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.
1465 Hongkong, 27th September, 1875.

To be Let.

TO LET.

THE Three-Storey DWELLING HOUSE, No. 115, SPRING GARDENS, QUEEN'S ROAD EAST. Rent moderate.
Apply to D. NOWROJEE,
Hongkong Hotel.
1m 1732 Hongkong, 1st November, 1876.

TO LET.

With Immediate Possession,

HOUSES on Upper Mosque Terrace. All with Gas and Water laid on.

Also,

A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 27th September, 1876.

TO LET.

THE DWELLING HOUSE, No. 4, Alexandra Terrace.
The DWELLING HOUSE, No. 2, Gough Street.
The DWELLING HOUSE, No. 4, Gough Street.
Apply to
DOUGLAS LAPRAIK & Co.
tf 1864 Hongkong, 1st November, 1876.

TO LET.

ROOMS for OFFICES, with or without a GODOWN.
Apply to
E. LILLEY, Stanley Street.
1722 Hongkong, 31st October, 1876.

TO LET.

THE COMMODIOUS HOUSE, No. 3, in POTTINGER STREET.
H. N. COOPER & Co.,
No. 10, Stanley Street.
1487 Hongkong, 16th September, 1876.

TO LET.

THE PREMISES in FLETCHER'S BUILDINGS, now in the occupation of A. E. MEYER, Esq., comprising Spacious DWELLING APARTMENTS, with GRANITE GODOWNS, fronting the Harbour and Queen's Road.

The TWO adjoining HOUSES and PREMISES are also available.

Also,

The LOWER STOREY of FAIRLEA, West Point.
Apply to
SHARP, TOLLER, AND JOHNSON.
1655 Hongkong, 17th October, 1876.

TO LET.

NO. 9, SEYMOUR TERRACE.
Nos. 3 and 6, PEDDAR'S HILL.
No. 7, PEDDAR'S HILL.
Apply to
DAVID SASSOON, SONS & Co
tf 513 Hongkong, 30th October, 1876.

TO BE LET.

TWO Commodious HOUSES, in QUEEN'S ROAD EAST.
Rent, $25 per month.
Apply to PURDON & Co.,
No. 2, Queen's Road.
919 Hongkong, 17th June, 1876.

TO BE LET,

(With Immediate Possession),

THE PREMISES, No. 8, PRAYA, lately in the occupation of Messrs. GILMAN & Co. Gas and Water laid on.
Apply to GIBB, LIVINGSTON & Co.
tf 704 Hongkong, 16th May, 1876.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO BE LET,

THE HOUSES, Nos. 13 and 15, STAUNTON STREET.
Apply to TURNER & Co.,
41, Queen's Road.
tf 1122 Hongkong, 18th July, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND......... 200,000 of Dollars.

Court of Directors:—

Chairman—E. R. BELILIOS, Esq.
Deputy Chairman—AD. ANDRE, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
H. Hoppius, Esq. | S. W. Pomeroy, Esq.
F. D. Sassoon, Esq.

Chief Manager.
Hongkong—James Greig, Esq.,

Manager.
Shanghai—Ewen Cameron, Esq.

London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months	2 per cent.	per annum
6 ,,	4 ,,	,,
12 ,,	5 ,,	,,

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager*.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 17th August, 1876

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 27th March, 1876.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15°/. for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.
tf 1069 Hongkong, 9th July, 1872.

Notices of Firms.

NOTICE.

THE Undersigned have established themselves as MERCHANTS and GENERAL COMMISSION AGENTS at this Port. (CHOP HOCK CHEONG.)

LLOYD AND KHO TIONG POH & Co.

C. HENRY LLOYD will SIGN LLOYD and KHO TIONG POH & Co.

3m 1245 Swatow, 1st August, 1876.

NOTICE.

WE have authorized Mr. H. BAKER to SIGN our FIRM per procuration.

NEWMAN & Co.
1m 1659 Foochow, 12th October, 1876.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. COLIN CAMPBELL WILLIAMS, in our Firm, CEASED on the 6th instant.

E. VINCENT & Co.
tf 1085 Swatow, 8th July, 1876.

NOTICE.

THE UNDERSIGNED have established themselves at Swatow, for the transaction of a GENERAL COMMISSION and SHIPPING BUSINESS in connection with the Wharf and Godowns.

WILLIAMS AND Co.
tf 1086 Swatow, 6th July, 1876.

NOTICE.

THE Business formerly carried on by HENRY SUTTON, will in future be conducted under the Style of
SUTTON AND MOALLE.

AUCTIONEERS,
SHIPCHANDLERS, COMPRADORES,
STEVEDORES, &c.

N.B.—Ships Supplied with Water and Ballast on Moderate Terms.
6m 1070 Amoy, 1st July, 1876.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. P. JACOBSON in our FIRM CEASED on the 1st July a.c.

Our Business will in further be conducted by Mr. C. O. KOPP and Captain M. ROST.

C. GERARD & Co.
1m 1699 Amoy, 24th October, 1876.

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT
AGENT for DE ST. MARCEAUX ET CIE'S CHAMPAGNES,
Dépôt for Vichy Waters,
ED. PINAUD ET CIE'S PERFUMERY,
N. ANTOINE ET FILS' INKS, &c., &c.,
A Fresh Supply of FRENCH BOOTS received by each French Mail.
44, QUEEN'S-ROAD, HONGKONG.

NOTICE.

ANDREW MILLAR AND CO.,
PLUMBERS, GASFITTERS, and
GENERAL CONTRACTORS.

Estimates given for Fixing Pumps, Water Closets, Water and Gas Services to Dwellings, &c., &c.

Gas Chandeliers, Lamps, and Brackets, in great variety, made to order, or re-bronzed.

Repairs and Jobbing punctually attended to under EUROPEAN SUPERVISION.

No. 1, QUEEN'S ROAD EAST, OPPOSITE H.M.
1332] NAVAL YARD. [Aug. 21

G. O. ROGERS, DENTAL SURGEON,
No. 7, ARBUTHNOT ROAD,

Is now visiting Amoy and Foochow, and will be ABSENT from Hongkong until further notice.
227 Hongkong, 16th September, 1876.

NOTICE TO CREDITORS.

PURSUANT to the "Trustees and Mortgagees' Powers Act, 1866," being Act XXVIII. of 1866 of the Governor-General of India in Council, Notice is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of ROBERT CARROLL, late Commander of the British Steamer "POYANG," belonging to the Hongkong, Canton, and Macao Steamboat Company, Limited, who was lost on board the said Steamer, which foundered on her voyage from Hongkong to Macao, in a typhoon, on the night of the 31st day of May, 1875, and Letters of Administration of whose Property and Credits were duly granted to JOHN STURROCK SCRYMGEOUR, Esquire, of Calcutta, Agent of the Oriental Bank Corporation of Calcutta, aforesaid, and the constituted Attorney of FLORINDA CARROLL, of Macao, in China, the Widow of the said ROBERT CARROLL, deceased, by the High Court of Judicature at Fort William, in Bengal, in its Testamentory and Intestate Jurisdiction, on the 12th day of January, 1876, are hereby required to send in writing the Particulars of their Claims or Demands to the said Administrator, at the Office of the Oriental Bank Corporation, in the City of Calcutta, aforesaid; or, to W. H. BRERETON, Solicitor, 29, Queen's Road, Hongkong, on or before the 15th day of February, 1877. And Notice is hereby also given, that at the expiration of the last mentioned day the said Administrator will be at liberty to distribute the Assets of the said ROBERT CARROLL, deceased, or any part thereof, amongst the parties entitled thereto, having regard to the Claims of which the said Administrator has then had notice, and that the said Administrator will not be liable for the Assets or any part thereof so distributed to any Person of whose Claim the said Administrator has not had notice at the time of such distribution.

Dated this 7th day of September, 1876.

ORR AND HARRISS,
2m 1439] Attorneys for the Administrator.

THE TOURIST'S GUIDE—
REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

DURING my absence, Messrs. GIBB, LIVINGSTON & Co. will ASSUME CHARGE of this AGENCY from this date.

CHAS. H. MORGAN,
Agent.
1440 Hongkong, 8th September, 1876.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. MCIVER, *Agent*.
tf Hongkong 1st July, 1867.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
tf 1858 Hongkong, 15th October, 1868.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,

THIS DAY,

the 2nd November, 1876, at Noon, at his Sale Rooms, Queen's Road,—

8 Casks IRON-WIRE, Nos. 11 to 13.
19 Cases CHAMPAGNE.
25 Cases BEER.
La Ferme CIGARETTES, Cigarette PAPERS, NOTE BOOKS, BROOMS, Sailors' KNIVES, Black and Blue CLOTH, FLANNELS, STOCKINGS, &c.
An Invoice of PERFUMES.
An Invoice of PICTURES.
An Invoice of JOHN MOIR & SON'S STORES, comprising: JAMS, JELLIES, Tart FRUITS, VINEGAR, Green PEAS, SOUPS, VEGETABLES, ESSENCE of BEEF, &c., &c.
An Invoice of Kerosine Table LAMPS, Lamp BURNERS, Lamp WICKS, &c.

Also,

1 MANGLE, 2 STAR WRINGERS, and 2 DOMESTIC WRINGERS.

And by Order.—

Sundry EFFECTS of the late Inspector YOUNGSON, comprising:—
FURNITURE, CLOTHING, BEDDING, &c., &c.
And One MARTINI-HENRY RIFLE.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
1739 Hongkong, 1st November, 1876.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sale Rooms, Praya,

THIS DAY,

the 2nd November, 1876, at 2 o'clock P.M.,—

A Collection of CHINESE and JAPANESE VASES, Lacquered, Bronze, Enamelled, and Crackled; Bronze FIGURES, CUPS, Incense BURNERS, TEA SETS; Canton Marble TABLES and TEA POYS, Jade Stone VASES, and a few Japanese DWARF PLANTS.

&c., &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

1715 Hongkong, 30th October, 1876.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. M. PRICE, Esq., Surveyor-General, to Sell by Public Auction,

TO-MORROW,

the 3rd November, 1876, at 11 o'clock A.M., at the Government Store,—

Sundry OLD and UNSERVICEABLE STORES, comprising:—

Hardwood Venetian SHUTTERS, DOOR LININGS, DOORS, SASHES, Arm RACKS, Window FRAMES, GATES, Water CANS; Iron Cell GATES, with BOLTS, HINGES, and LOCKS, Cast Iron STENCH TRAPS.

Lot Old IRON, Iron VENTILATORS, Bicket FENCING, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer.
1723 Hongkong, 31st October, 1876.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sale Rooms, Praya,

TO-MORROW,

the 3rd November, 1876, at Noon,—

MORTON'S VINEGAR, MUSTARD, TAPIOCA, PEARL BARLEY, JAMS, JELLIES, Muscatel and Sultana RAISINS, YEAST POWDER.

Tooth BRUSHES, Ivory-handled Carving KNIVES and FORKS, Sailors' KNIVES, CORKSCREWS, Table NAPKINS, Florence Sewing MACHINES, Regatta SHIRTS.

100 Gross Safety MATCHES.
SOFT SOAP.
1 WARDROBE, Double-winged.
1 Oak Marble-top BUREAU, with MIRROR.

And

At 1 o'clock P.M.,—

TWO CARGO BOATS, with MASTS, SAILS, ANCHORS, and CHAINS.
10,000 Snider CARTRIDGES.

&c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

1735 Hongkong, 1st November, 1876.

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. BOWLER to Sell by Public Auction, on SATURDAY, the 4th November, 1876, at 2 P.M., at his Residence, Queen's Road Central (Change of the Residence), the following English-made HOUSEHOLD FURNITURE, consisting of:—Drawing Room Suites, Rosewood Marble-top Side Tables, Carved Bombay Ebony Centre Table, Mahogany Dining Table and Chairs, Whatnots, Bookcase, Marble-top and other Tables, Wardrobes, Chest of Drawers, Toilet Glasses, Washstands, Brass Folding Bedstead, with Mattrass and Case complete, Desk, Ornaments, Clocks, Pictures, Lamps, Vases, Cut Glassware, Brussels Drawing-room Carpet, &c., &c.

See Catalogues.

TERMS OF SALE.—Cash on delivery in Bank Notes.

J. M. GUEDES, JUN., Auctioneer.
1716 Hongkong, 30th October, 1876.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction on

TUESDAY,

the 7th day of November, 1876, at 2 o'clock P.M., at the Upper Stories of the House, No. 12, Queen's Road, lately occupied as a Branch of the HONGKONG HOTEL.

The whole of the HOUSEHOLD FURNITURE, &c., comprising:—Sitting, Dining, and Bedroom SUITES, SOFAS, CHAIRS, MIRRORS, LAMPS, GLASS, CROCKERY, and PLATED WARE, BEDSTEADS, WARDROBES, TOILET TABLES, and GLASSES, WASHSTANDS, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
1740 Hongkong, 1st November, 1876.

PUBLIC AUCTION.

MESSRS. LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, on

WEDNESDAY,

the 8th day of November, 1876, at 11 A.M., at Her Majesty's Ordnance Stores, Queen's Road East,—

The following UNSERVICEABLE GOVERNMENT STORES:—

Old BEDDING, BLANKETS, SHEETS, LEATHER, Cast and Wrought IRON, TIN, BRASS, Copper PAILS, Indian LANTERNS, Indian Cooking PANS, Old WOOD, a 5-oared GIG, and GUNPOWDER.

TERMS OF SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7. All faults and errors of description to be at purchaser's risk on the fall of the hammer.

F. C. P. SILVEIRA,
Senior Ordnance Officer.
Ordnance Office,
Hongkong, 1st November, 1876. [1736

Intimations.

NEW BOOKS
EX "GLENLYON."

WORKS OF REFERENCE:—
DICTIONARIES.
WORKS ON BOOKKEEPING.
BEETON'S USEFUL BOOKS.
CASSELL'S POPULAR EDUCATOR.
OLLENDORFF'S METHOD FOR LEARNING LANGUAGES, adapted to the French, Spanish, German, and Italian; with Keys to each.
&c., &c., &c.

NOVELS:—
COMPLETE SETS OF DICKENS'S AND SIR WALTER SCOTT'S WORKS.
THE RUBY, ROSE, AND LILY SERIES.
The full Works of Anthony Trollope, Charles Lever, Jules Verne, Charles Reade, Miss Braddon, and James Grant.
And other Novels by good Authors, serious and humorous.

LAMMERT, ATKINSON & Co.
1725 Hongkong, 31st October, 1876.

LAMMERT, ATKINSON AND Co. have lately received and have for Sale.

CROSSE AND BLACKWELL'S STORES:—

HERRINGS, Kippered, Smoked, and Fresh.
HERRINGS, A LA SARDINE. Yarmouth BLOATERS.
Kippered and Fresh SALMON, in 1lb. Tins.
Findon HADDOCKS. LOBSTERS.
Dried SPRATS.
Potted MEATS and FISH.
PHILIPPE and CANAUD'S PATE DE FOIE GRAS and Assorted PATES.
PHILIPPE and CANAUD'S SARDINES, Large and Small Tins.
OX TONGUES, Corned, Smoked, and Collared.
REINDEER TONGUES. RUSSIA OX TONGUES.
OX TONGUES, in Jelly. BATH CHAPS.
SAUSAGE MEAT, in 1lb. Tins.
SAUSAGES, Bologna, Oxford, and Cambridge.
EPP'S COCOA.
Dr. RIDGE'S INFANTS' FOOD.
Assorted MEATS and SOUPS, in 1lb. and 2lb. Tins.
JAMS. JELLY. MARMALADE.
SAUCES, PICKLES, SPICES, &c., &c.

AMERICAN STORES:—
FAMILY MESS PORK, in Casks of 200 lbs., 100 lbs., and 25 lbs.
MESS BEEF, in Casks of 200 lbs. and 100 lbs.
PICKLED OX TONGUES.
CALIFORNIA CHEESE. GREEN CHEESE.
MACKEREL. CODFISH. CAVIARE.
SARDELLES and SPICED ANCHOVIES.
PRIME BACON. CLAMS.
SPICED OYSTERS. COVE OYSTERS.
STUFFED PEPPERS and PICKLED LIMES.
CUTTINGS, TABLE and PIE FRUITS and VEGETABLES, Assorted.
OATMEAL, CORNMEAL, RYEMEAL, and BUCKWHEAT.
CRACKED WHEAT and HOMINY.
HUNTLEY and PALMER'S BISCUITS, &c., &c.

LAMMERT, ATKINSON & Co.
978 Hongkong, 31st October, 1876.

FOR SALE.

A VERTICAL BOILER, with ENGINE attached, 5 Horse-Power, Fitted with Governor, and complete in all its parts.
Apply to
A. MILLAR & Co.
1708 Hongkong, 28th October, 1876.

FOR SALE.

AN INVOICE of INDIAN DELICACIES, from Calcutta, GUARANTEED OF BEST QUALITY, comprising:—
Assorted CHUTNIES, JAMS, JELLIES, PRESERVES, CURRY POWDER and PASTE, SYRUPS, MARMALADE, SAUCES, &c., &c. Apply to
J. M. ARMSTRONG.
1621 Hongkong, 10th October, 1876.

FOR SALE.

A SODA-WATER MACHINE, in very good condition. Address "X," *Daily Press* Office.
tf 1358 Hongkong, 25th August, 1876.

FOR SALE,

GRAND PIANO, PIANINOS, HARMONIUMS.
System—Kapp's Patent.
VOGEL, HAGEDORN & Co.,
Sole Agents.
927 Hongkong, 19th June, 1876.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE.
"WEISSLACK."
$19............per case of 2 dozen pints.
$18............per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1869.
"VIN DES PRINCES."
$18............per case of 1 dozen quarts.

CHATEAU BELAIR.
$8............per case of 1 dozen quarts.

PALMER MARGAUX.
$9............per case of 1 dozen quarts.

LORMONT.
$5............per case of 1 dozen quarts.
$6............per case of 2 dozen pints.

SIEMSSEN & Co.
592 Hongkong, 1st May, 1876.

FOR SALE.

BREECH-LOADING GUNS, CARTRIDGE CASES and WADDINGS, RIFLES, SMITH and WESSON'S REVOLVERS and CARTRIDGES, FRENCH REVOLVERS and CARTRIDGES, SHOT, &c., &c.
J. F. SCHEFFER, 54, Praya Central.
2m 1644 Hongkong, 16th October, 1876.

FOR SALE.

CLARET............MEDOC OF 1872.
BOURGOGNE.....CLOVIS DE FRONTON.
MADEIRA..........RIBEIRA PONTA.
IN CASES OF 1 DOZEN QUARTS.
Apply to
L. L. BUSH.
1m 1598 Hongkong, 6th October, 1876.

FOR SALE.

A THOROUGHBRED AUSTRALIAN HORSE, Ran Second in the Calcutta Races. Apply to
WILLIAMS AND KENNEDY.
tf 1473 Hongkong, 14th September, 1876.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1875. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, March, 1876.

NOTICE.

WILLIAMS' WHARF AND GODOWNS will be ready for business from July 6th, 1876, for the use of Steamers and Sailing Vessels.

No Godown charges will be made on any Cargo collected in advance for shipment by Steamer.

SCALE OF CHARGES.

Foreign Steamers $60 Wharfage, and 3 Cents per package.
Coasting Steamers $30 Wharfage, and 3 Cents per package.
Sailing Vessels $20 Wharfage, and 3 Cents per package.

C. O. WILLIAMS, Manager.
tf 1087 Swatow, 10th July, 1876.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

Intimations.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A PUBLIC MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held TO-DAY, the 2nd November instant, at THREE P.M., to discuss a Despatch received from the Shanghai General Chamber of Commerce relative to the Establishment of a Chinese Government Mint.

The attendance of Members of the Community, who may not be members of the Chamber of Commerce but who are interested in the subject to be discussed, is invited by the Committee.

By Order, N. B. DENNYS,
Secretary.
1689 Hongkong, 2nd November, 1876.

KOWLOON FERRY.

THE COMMODIOUS STEAM-LAUNCH "BLANCHE"

will, from the 1st November, 1876, ply DAILY (weather permitting) as a FERRY-BOAT between PEDDAR'S WHARF and TSIM-TSA-TSUI, at the following hours:—

SATURDAYS AND SUNDAYS.		OTHER WEEK DAYS.	
Leaves H'kong.	Leaves Kowloon.	Leaves H'kong.	Leaves Kowloon.
4.00 P.M.	4.15 P.M.	4.20 P.M.	4.45 P.M.
4.30 P.M.	4.45 P.M.	5.00 P.M.	6.00 P.M.
5.00 P.M.	6.15 P.M.	6.10 P.M.	7.00 P.M.
6.25 P.M.	7.00 P.M.	—	—

1492 Hongkong, 1st November, 1876.

NOTICE.

WHEREAS, pursuant to the Provisions of Ordinance No. 14 of 1862, the following Petition to His Excellency the Governor in Council for Letters Patent for the exclusive right to use within this Colony and its Dependencies the Invention hereinafter mentioned, has, together with the specifications and declaration required by the said Ordinance, been filed in the Office of the Colonial Secretary, that is to say:—

The Petition of CLARENCE EDWARD COLLINGS, for "Improvements in double or folding doors, French and similar casements, and in apparatus for securing them against high winds, burglars, and other contingencies."

Notice is hereby given that His Excellency the Governor has appointed SATURDAY, the ELEVENTH day of NOVEMBER next, at NOON, for a sitting of the Executive Council, at the Offices of the Government, for the purpose of entertaining the said Petition, and that, at such sitting of the Council, application will be made for such Letters Patent as aforesaid.

Dated at Victoria, Hongkong, this 28th day of October, 1876.

SHARP, TOLLER & JOHNSON,
1734] Solicitors for the Petitioner.

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

THE PENANG-MADRAS CABLE was REPAIRED at 9 P.M. yesterday. The DIRECT SUBMARINE ROUTE to India, Europe, and America is again OPEN for the transmission of Telegrams.

J. ENSTON SQUIER,
Acting General Manager.
7d 1701 Hongkong, 26th October, 1876.

WANTED, by a Gentleman of 15 years' experience in China and Hongkong, a SITUATION as ACCOUNTANT, CONFIDENTIAL CLERK, or MANAGER in a Mercantile House. Satisfactory references given. Address W. J., *Daily Press* Office.
1591 Hongkong, 5th October, 1876.

STREET CRIES.

WANTED, the POLICE, or Someone in Authority to enforce Section III. of Ordinance 10 of 1872, which runs as follows:—"Every Person shall be liable to a Penalty not exceeding Twenty-five Dollars who shall use or utter Cries for the purpose of buying or selling any Article whatever, or who shall make any Noise whatever, with the object of disposing of or attracting attention to his Goods, Wares, or Trade, within any District or Place not permitted by some Regulation of the Governor in Council."

1542 Hongkong, 27th September, 1876.

JUST RECEIVED,
YELLOW CHARTREUSE, RASPAIL, PEPPERMINT,
ANISETTE DE BORDEAUX,
CURACOA, SECRESTA BITTERS, BENEDICTINE.
CLARET,
St. Julien, St. Emillion, Medoc, Chateau Laffitte, Chateau Larose.
Apply to
F. VINCENOT,
No. 2, Peel Street.
1m 1671 Hongkong, 19th October, 1876

FOR SALE.

THE FURNITURE, FITTINGS, and GOOD-WILL of the well-known and long-established HOTEL at Macao, Praya Grande, denominated "ROYAL HOTEL."

For Particulars, apply to
L. A. DE GRACA,
Proprietor.
tf 1459 Macao, 11th September, 1876.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN AT ONE. DINNER AT SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

GRAND HOTEL,
No. 20, THE BUND, YOKOHAMA,
AFFORDS EVERY FACILITY FOR VISITORS,
Including Ladies' Dining and Sitting Rooms,
Private Dining Rooms, &c., &c.
EXCURSIONISTS INTO THE COUNTRY
Furnished with all Information, Guides, and Provisions.
BILLIARD SALOON ATTACHED TO THE HOTEL.
6m 851 Yokohama, June 1st, 1876.

NOTICE.

SAILMAKING DEPARTMENT.

DURING the Temporary Absence of our Mr. W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMEN, who have acted in this capacity under Mr. DOLAN for 13 years.

All Orders in this Branch of Business will have our careful attention.

MACEWEN, FRICKEL & Co.
818 Hongkong, 1st June, 1876.

P. A. SEQUEIRA,
PIANO TUNER
AND REPAIRER, &c.,
Removed to MOSQUE STREET, Nos. 19 and 21.
Orders to be addressed to the care of Messrs. NORONHA and SONS, Wellington Street.
1m 1579 Hongkong, 3rd October, 1876.

STORAGE.

COALS received on Storage in First-class Godowns of about 5,000 tons Capacity, situated on the Praya West, Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co
tf 419 Hongkong, January, 1867.

Intimations.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give their
FIRST PERFORMANCE
of the Season at the THEATRE ROYAL, CITY HALL, on
SATURDAY, NOVEMBER 11th,
at NINE o'clock, when will be presented an Original Grand Historical Extravaganza, by WILLIAM BROUGH, Esq., entitled
"THE FIELD OF THE CLOTH OF GOLD."

By kind permission of Colonel DICKINS and Officers of the 28th Regiment, the Band of the Regiment will be in attendance.

Tickets may be secured at Messrs. LANE, CRAWFORD & Co.'s on and after SATURDAY, November 4th, 1876, where also a Plan of the Theatre may be seen.

CHAS. C. COHEN,
Honorary Secretary.
1730 Hongkong, 1st November, 1876.

FOR MANILA.

THE Steamship
"ESMERALDA,"
Captain Thebaud, will be despatched as above on TUESDAY, the 7th instant, at Noon.
For Freight or Passage, apply to
A. MACG. HEATON,
Agent.
1742 Hongkong, 2nd November, 1876.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.

THE Company's Steamship
"ANCHISES"
will be despatched on or about the 8th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
1743 Hongkong, 2nd November, 1876.

FOR COOKTOWN, SYDNEY, AND MELBOURNE.

THE Eastern and Australian Mail Steam Company's Steamer
"BRISBANE"
will be despatched as above on or about the 13th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
1744 Hongkong, 2nd November, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship
"TANAIS,"
Captain Reynier, will be despatched for
YOKOHAMA
shortly after the arrival of the next French Mail.
H. DU POUEY,
Agent.
5 Hongkong, 2nd November, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship
"PEI-HO,"
Captain Lecointre, will be despatched for
SHANGHAI
shortly after her arrival from Europe.
H. DU POUEY,
Agent.
1746 Hongkong, 2nd November, 1876.

COMPTOIR D'ESCOMPTE DE PARIS.

NOTICE is hereby given, that during my TEMPORARY ABSENCE from this Colony, Mr. R. J. MACKENZIE will act as MANAGER of this Branch.
CHR. DE GUIGNE,
Manager, Hongkong.
7d 1738 Hongkong, 31st October, 1876.

KOWLOON HOTEL.
BOARD AND LODGING. BILLIARDS AND BOWLING ALLEYS.

The Bowling Alleys are NOW OPEN.

Parties requiring Dinners are requested to give 12 hours' notice either at the above Hotel, or to
D. NOWROJEE, PROPRIETOR.
3m 1733 Hongkong, 1st November, 1876.

NOTICE.

HONGKONG ICE COMPANY.

ON and after this date, until further notice, the Retail Price of our Ice is TWO CENTS per POUND.
KYLE AND BAIN.
7d 1731 Hongkong, 1st November, 1876.

NOTICE.

TUDOR COMPANY.

ON and after NOVEMBER 1st, the Price of our Ice will be THREE CENTS per POUND.
J. F. HORGAN, Agent.
Ice House,
Hongkong, 31st October, 1876. [tf 1721

Notices to Consignees.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. *GLAUCUS*, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 6th instant for shipment per S.S. *ANCHISES*.
BUTTERFIELD & SWIRE, Agents.
6d 1741 Hongkong, 1st November, 1876.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer *GLAUCUS* are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th October, 1876.

Goods undelivered after the 2nd November, 1876, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
9d 1697 Hongkong, 25th October, 1876.

GERMAN 3-M. SCHOONER *ELISE*, FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
ARNHOLD, KARBERG & Co.,
Agents.
tf 1698 Hongkong, 25th October, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.
H. DU POUEY,
Agent.
Ex *Ava*, 3rd September, 1876.
426 in diamond......... 1 case Guns.
Hongkong, 14th October, 1876.

The Daily Press.

HONGKONG, NOVEMBER 2ND, 1876.

THE subject which will come before the Chamber of Commerce for consideration to-day—namely, the establishment of a Chinese Government Mint—is one of great importance. At first blush there would appear no doubt of the desirability of such a measure, nor indeed is there any. Here is a great country conducting an extensive and yearly growing foreign trade, without a currency of its own, and content to go on doing business by means of ingots or foreign dollars. It has been frequently asserted that the Chinese Government has given up all idea of having a national coinage on account of the facility with which the natives counterfeit the silver money. As a matter of fact, several attempts have been made in this direction. Thus we learn that a silver coinage, during the present dynasty, was first employed in Thibet. In the reign of the Emperor TAOUKWANG two sorts of silver coins were struck in Fohkien. One attempt was made at Changchow, near Amoy, in 1844, to coin silver, but the pieces rapidly deteriorated 15 per cent., and they soon went out of circulation. In 1856 a silver tael was struck at Shanghai, but it quickly went out of use, owing to the numerous imitations. Other efforts have been made to coin silver, at various times and places in China, but the same causes have led to their abandonment, and the manufacture is now disallowed by law. The Chinese Government are not altogether insensible to the great defects of the clumsy system now in vogue, for it is stated in Williams's Commercial Guide that since the establishment of foreign trade the native authorities were so well aware of the advantages which a regular currency conferred that for a time the coinage of dollars in imitation of the foreign coins was allowed, nay, even practised, under the authority of the provincial treasurer. "But," says the *Yin Lun*, a Chinese treatise on money, "though they commenced at a higher rate than the foreign dollars, in a short process of time they sank greatly below the standard, whilst the foreign money preserved its original degree of purity." It will be seen, therefore, that all attempts to coin money in the precious metals in China have failed ignominiously. Even the standard of the common cash could not be preserved. These coins have, as is well known, degenerated to such a degree that their value has fallen from 1,000 to 1,200 and often 1,300 to the dollar. But it must be borne in mind that all efforts made to introduce a silver coinage have been of a spasmodic nature; and the task has never been undertaken by the Imperial Government. It may be fairly presumed that the Central Government could exercise more control than the local authorities, and that by the promulgation of stringent decrees on the subject it would have more success in deterring the natives from counterfeiting or defacing the new coins. In order also that confidence should be felt in any Chinese currency it would be necessary for the Imperial Government to give a guarantee that the purity of the coins should be maintained, otherwise the remedy would prove infinitely worse than the disease.

But there are still other difficulties in the way which we hope to see solved at the meeting to-day.—These are: Shall the currency be gold or silver? Shall the dollar or the tael be the future standard of value? There is, of course, much to be said in favour of a gold currency. It is never liable to fluctuations. The cost of minting can be deducted from the subsidiary coins, and no difficulty would then arise on that head. With a silver currency this is more felt. But one objection to a gold currency is to be found in the fact that that metal is relatively cheaper in China than silver, and there is a possibility that a similar drain upon it to that which took place in Japan on the first establishment of foreign trade in that country might ensue, causing a like panic among the natives. Then, again, the establishment of a gold currency would be a great change, the effects of which could not be altogether foreseen, and it would on that ground probably be opposed by the cautious and conservative Chinese. Whichever scheme involves the least change in the existing condition of finance will be certain to recommend itself most strongly to the Imperial Government. All business calculations in China are made on the basis of the tael. This fact cannot be ignored by those who advocate the dollar as the only legal tender. Hence it is probable that a silver currency, with the tael as the standard of value, would be favoured by the Authorities at Peking unless very cogent arguments were advanced in favour of the dollar. It is undeniable that the dollar is the more convenient coin. It also enjoys the advantage of being already in wide circulation in China, while the tael exists only as an imaginary standard. Moreover, the tael varies greatly in different localities, and its assimilation would be a work of some difficulty. It would be absurd to attempt a coinage unless it were to be made universal throughout China. That this could be accomplished there is little doubt, but if the Government felt unwilling to undertake the establishment of a Mint, it might advance such an objection. It may also wish to know how the cost of minting is to be met. The question is, could this be realised from the subsidiary coins?

A curious fact in connection with the sycee is mentioned by a correspondent of this paper so far back as 1866. He says that a certain quantity of gold is found in most descriptions of sycee which the Chinese mode of melting will not separate, and after the payment of the indemnity for the first China War a quantity of sycee was shipped to England. A proportion of gold was detected in this metal the value of which, some £80,000, was returned to the Chinese Government. No loss would, therefore, we should imagine, result from converting sycee into coins. The questions of gold versus silver, tael versus dollar, will, however, no doubt be fairly argued out to-day at the meeting, and it is sincerely to be hoped that a unanimous decision may be arrived at on the subject, for unless unanimity can be secured among foreigners in the matter, the Chinese Government is unlikely to take any action in the desired direction.

* * *

IF a report which has just reached us should prove true, the audacity of the Chinese Customs officials has nearly reached its climax. The information received by us is to the following effect:—On the 29th ultimo at about 5 p.m. a boat with opium on board was chased into and beached at Cape d'Aguilar Bay by a mandarin hakka boat. Four or five shots were exchanged between the two boats before the beaching of the opium boat. Soon after the prize had been beached, the mandarin boat was run on shore close to it, and five men from it landed and gave chase up the hill towards the Lighthouse after the crew of the opium boat, who had deserted their craft. The cruiser's men, after proceeding about half way up the hill, returned and launched the opium boat with all her contents, when both boats made for the Customs station in the Ly-ee-moon Pass. Now, should this report turn out correct, and there's little cause to doubt it, a scandalous and glaring violation of British territory has been committed. Not content with invading British waters, the Customs officers actually followed the crew of the boat on to this island. Such a daring and impudent act would never be tolerated by any Power, and it is to be hoped that, if the Government of this Colony finds on investigation the above statement is true, it will take prompt action in the matter. It is, indeed, high time that a Commission was appointed to inquire into the blockade maintained by the Canton Customs cruisers around the Colony. The sooner the members of the Commission are selected and set to work the better. The residents in Hongkong will be glad to see this vexed question set at rest once and for ever. Meantime, the rights of Great Britain in these waters have to be maintained, and we trust that the Authorities at Canton will be made to understand that for any violation of them they will be called to strict account.

* * *

The *August* arrived at Melbourne from Foochow on the 2nd ultimo.

The *Prince Arthur* arrived at Adelaide, South Australia, from Foochow, on the 29th Sept.

The *William Turner* arrived in Sydney, New South Wales, from Hongkong, on the 5th ult.

The barque *William Manson* arrived at Sydney, New South Wales, from Foochow, on the 6th ultimo.

We are informed by the agents (Messrs. Butterfield & Swire) that the steamer *Anchises* left Singapore for Hongkong yesterday morning.

We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the steamer *Elgin* left Singapore for this port on the 31st ultimo.

Mr. Justice Snowden sat in Summary Jurisdiction yesterday, and disposed of several cases of no public interest. The evidence and arguments in the case of "Hesse & Co. v. She Tek Shing" were concluded, and His Lordship reserved judgment.

In the Decision given by the United States Consul at Amoy on the 16th ult., in the case United States v. John Pedro Dias, and published in our columns, an error occurred. In the sentence "It must, I presume, be based upon the idea that non-Christian States like China," &c., the word "treaties" was substituted for "treatises," altering the sense in a considerable degree.

In our notice of the fire which occurred at Wanchai on Tuesday, no mention was made of the good service rendered by the engine belonging to the Royal Naval Hospital. It was worked by the Chinese employed at the Hospital, assisted by some marines from the *Victor Emanuel*. The water from this engine was directed at a very early stage upon the burning house by a back window, and kept up in undiminished supply until all necessity for it had ceased, no doubt contributing in great measure to stay the progress of the flames.

A perusal of the following paragraph will serve to show the character of the natives of New Guinea:—A telegram from Port Darwin, under date September 21, appears in the *South Australian Register*:—The Dutch steamer *Egeron* has arrived from Sourabaya and the adjacent islands. She touched on the western coast of New Guinea, but before friendly terms could be established the natives required that the officers of the vessel and themselves should drink of each other's blood. The mission of the *Egeron* is to initiate a trade between Batavia and the islands and Australia. She has brought tea and other produce, and will want a slight subsidy from the Dutch and our Governments. Her part owner is on board, besides two Arabs, agents for merchants, who have been sent for the purpose of opening up a trade.

POLICE INTELLIGENCE.

November 1st.

BEFORE F. STEWART, ESQ.

SEIZURE OF A JUNK IN HONGKONG HARBOUR BY CHINESE SOLDIERS.

The remanded case, in which Mak Aying and fourteen others, described as soldiers in the Chinese army, are charged with forcibly taking possession of the *Wo Un* passage boat No. S. 51 H. in the Harbour of Hongkong and further with attempting to extort $100 from Chu Ashan, the master of the boat, came on again.

The witness Chu Ashu was again recalled, and handed in the papers found on prisoners, some of which authorise the prisoners to seise the *Wo Un* and *Man Yune* junks.

The witness said he was in trouble with the Canton authorities in 1872 in consequence of an application he made to the Governor of this colony. One of the documents is a record of the case, and the Governor of this colony made a representation to the Viceroy on his behalf through the Consul Sir Brooke Robertson. It was Yee Wong Long who complained then, and not Chen-Yik Foo. The difficulty he was now in was similar to that in 1872. Through the representations of the Governor of this colony in 1872 he was allowed to run his boat, and had been allowed to run until now. On the 26th October, he arrived in Hongkong, and went on shore, and his boat came in on the 27th. He went on board and got his papers, and went to get his clearance paper changed. Having other business, however, he did not change it and gave instructions to his supercargo on going on board again not to sail the *Wo Un* junk that day till he got his clearance. He noticed the prisoners on board and four others, but only looked on them as ordinary passengers. He went on shore again, and on again going off to his junk found she had gone. He was advised to go to the Registrar-General's office, which he did and made a report. He then went in the Shau-ki-wan steam launch and on getting into the Ly-ee-moon pass saw his junk sailing out. European Constable No. 12 was on the steam launch, and witness told him the tale, and asked him to accompany him in the steam launch to bring it back. He then chartered the launch. The constable went on shore at Shau-ki Wan and got an interpreter, after which they went out and got alongside his junk which they boarded. He then ordered his men to sail her back to Shau-ki Wan. The prisoners were on board, and he never saw the warrant produced by them for the arrest of his junk till the constable showed it to him.

In reply to Police Sergeant Matheison, witness said his junk was a Hongkong junk, registered in the Harbour Master's office No. S. 51 H.

Cho Aying, the supercargo of the *Wo Un* junk, said in the 27th October at 7 a.m., in the absence of the last witness, the prisoners came on board. He remarked, "Oh, what a lot of passengers." The prisoners said, "Oh, we are Sun on constables come to look for your master." The prisoners then went down into the hold. After he had finished receiving cargo, thinking something must be wrong, he went on shore and looked for last witness. At about ten o'clock he found him near the fish lans and told him about the Sun-on police being on board, and he gave orders not to sail that day. He then returned to the boat and told the defendants that in consequence of the head winds and tide the boat would not sail that day. The first prisoner then said, "What! you will not go? Then if you do not go, you will have to pay $100." He understood that if he had given $100 they intended to go away and not trouble him. At twelve o'clock the first prisoner looked out of the hold and said, "Now then, why are you not sailing?" He got frightened at the demand and the fact of fifteen constables being on board and ordered the helmsman to set sail.

Mr. Stewart asked the witness why he should be afraid of fifteen Sun On constables when there were more than 500 constables ashore in Hongkong.

The witness could not answer this. Continuing evidence, he said said at three p.m. they had passed Shau-ki Wan, when his master and a European constable came on board from a steam launch and brought the junk back to Shau-ki Wan, where she now lies. The prisoners used no more force than what he had already described.

Mr. Stewart told the witness that he could not understand why he did not obey his master instead of the first prisoner, and why he did not make some outcry or go on shore and inform his master.

In answer to Sergeant Matheison witness said he was positively ordered at 12 o'clock by the first prisoner to proceed to sea.

In reply to the Court, witness said he heard that a week ago a complaint had been made about his master to the Sun On magistrate.

In reply to Sergeant Matheison, witness said the prisoners did not touch the sails but the first prisoner told him that if he did not sail they would arrest him. He sailed the junk through fear, he and the junk's crew working the vessel.

Chow Teen Kew, a seaman on the *Wo Un* junk, said on the morning of the 27th October he saw the prisoners come on board. He heard some of them say they were Sun On police. They went below, and he heard them say they were going to Tseung Kwan O.

This witness began his evidence very well till some questions were put. Then, apparently in obedience to a shake of the head from a man amongst the Chinese spectators in court, he returned a negative to every question. He was at length spoken to sharply, and told he had nothing to fear in this colony. He then set up the plea that he was a little deaf. The first witness supported this plea.

Witness, resuming evidence, said the supercargo set sail and proceeded to sea through fear as one man down in the hold called out they were to go out. He had heard before this they were not going to sea, as the wind and tide were against them. It was the first prisoner who called out and ordered the supercargo to go to sea, saying that if he did not the supercargo would have to pay $100. After the vessel sailed, the first, second, thirteenth, and fourteenth prisoners came on deck, and when the junk was clear of the shipping the fourteenth prisoner produced a document, the same in Court, and said to the supercargo, "This is a warrant for the arrest of your junk. The vessel was then at Chat see-moy, in Hongkong waters.

The supercargo was then recalled, and asked why he did not mention all this when he gave evidence.

The supercargo replied that it was not personally presented to him; he only saw it in the hands of the fourteenth.

Chow Teen Kew, resuming evidence, said he next saw it in the hands of the European constable, who came on board with the first witness. He understood that it was under compulsion that they were to go to Tseung Kwan O, or pay $100, and that threat was used by the fourteenth prisoner.

Mr. Stewart told the witness that he had said before that it was the first who made the threat about the $100.

Witness said he meant the fourteenth prisoner, the same man who produced the warrant.

In reply to the fourteenth prisoner, witness said he was sure that it was he who produced the warrant to arrest the junk.

In answer to the police sergeant, witness said he did not know who made the demand for the $100 at 12 o'clock before the junk set sail. He only heard the voice in the hold.

European constable No. 12 said he was stationed at Shau-ki-wan. At two p.m. on the 27th October he left Victoria for Sau-ki-wan in the steam ferry launch. Shortly after the launch had left the wharf, the first witness came to him, and complained that his passenger boat had been taken possession of by Chinese soldiers, and sailed by them out of the Harbour of Victoria. On the launch getting into the Ly-ee-moon Pass the complainant saw his junk beating out of the pass. When the launch reached Shau-ki-wan the complainant chartered it, and they went out after the junk and overtook her beating into Pak-sa-wan Bay, British territory. He boarded the junk and asked the prisoners why they took the junk, and they said at first they did not, but were simply passengers. The admitted they were Chinese soldiers. He asked them their authority for calling themselves soldiers. The first prisoner then ordered the fourteenth prisoner to go below and bring up a paper. The fourteenth prisoner went below and brought up the warrant produced and handed it to the first prisoner, who handed it to witness. He retained the paper, and brought the junk into Shau-ki-wan. When he first went on board some of the prisoners were below smoking opium and some on deck. Amongst those below were the first, second, fourth, and fourteenth prisoners. He found in the prisoners' possession four military hats, seven lamps with the characters "Sun On Magistracy," a six chambered revolver, and a sword.

The case was then adjourned for an hour.

The case was resumed, and the prisoners were duly cautioned and asked for their defence.

The first five said they were policemen attached to the yamên of the Sun On magistrate, Tsung Tai Lo Ye. On the 24th October they received the warrant produced from the magistrate, who sent them to Tseung-kwan-o to make enquiry as to whether the *Wo Un* and *Wan Un* passage boats were licensed. All the other prisoners, except the eighth and fourteenth, were employed by them as coolies. The eighth and fourteenth prisoners came with them from Nam Tow to Hongkong, and they met them on the passage boat. They had business of their own at Tseung-kwan-o. They arrived here on the morning of the 27th, and went on board the *Wo Un* junk. They never asked for $100. They were merely going as passengers to make enquiry at Tseung Kwan O. They denied forcing the supercargo to go to sea.

The sixth, seventh, nineth, tenth, eleventh, twelfth, and fifteenth prisoners said they were engaged by the first five as coolies to carry baggage. They were engaged at Nam Tow and were to get 500 cash each at Tseung Kwan O.

The fourteenth prisoner said he was a priest, and engaged the eighth as his coolie to carry his baggage. He was on his way from Nam Tow to Tseung Kwan O. He denied that he executed the warrant or held it to execute.

The prisoners were told there was a serious charge against them, namely, of piracy. The case was remanded until to-morrow.

BEFORE THE HON. C. MAY.

OBSTRUCTING A STEAMER.

The owner of three boats were charged by P.C. 13, with going alongside the steamship *Ly-ee-moon* before she was anchored. He arrested the second prisoner on board and the other two in their boats alongside.

Chinese constable No. 392 said all the prisoners were arrested on board.

The third officer of the *Ly-ee-moon* said the sampans coming alongside gave great annoyance to the officers, and caused great difficulty in coming to moorings. He only saw the European constable arrest the second prisoner on board the steamer.

The Chinese constable No. 392 was fined $5 for giving wilful false evidence, and the three boatmen were fined $5 each for causing the obstruction to the steamer.

LARCENY.

Wong Akam, a coolie, was charged with stealing a brass smoking pipe from a house in Bridges Street. The prisoner was identified as having been in gaol three times before. He was this time sentenced to four months' hard labour.

STEALING SHOES.

Lai Ahang, a coolie, was charged with stealing a pair of shoes from a fellow coolie and pawning them. The prisoner, who had been in gaol once before, was on this occasion sentenced to three months' hard labour.

ANOTHER CASE OF OBSTRUCTION.

P. C. McMullen charged the masters of two boats with obstructing the steamship *Yesso* by going alongside before the vessel was moored.

They were fined $5 each.

UNLAWFUL POSSESSION.

Wong Atak, a coolie was charged with the unlawful possession of a quantity of children's clothing stolen, from a house near the fire, and was fined 40 shillings.

The four men, charged with the unlawful possession of a cog wheel, were again brought up. The second and third prisoners were discharged; the first was fined $1, and the fourth prisoner was fined $.0.

ROBBERY OF GOLD AT SEA.

Lei Loug Chow and Lee Yow Kum, gold diggers, were charged by Lee See Yow and three other gold diggers with stealing from them on board the steamship *Ly-ee-moon* when at sea the sum of fifty-four taels of gold dust and three gold teeth, value $2, on the night of the 29th October.

The third officer gave evidence of the report being made to the captain, and to the gold, &c., being found on the prisoners.

The case was remanded until the 3rd instant.

AMOY.

(*From our own Correspondent.*)

28th October.

The Cha-atzees (tea tasters) will give a grand ball at the theatre on the evening of the 1st of November next. In order to avoid bringing the shop into the social circle, the invitations were issued in the name of the Amoy "Tarantulas." This name having been placed on the cards without the knowledge and consent of a majority of the contributors, much indignation was at first exhibited by a number of them who did not understand exactly the meaning of the word "Tarantula."

The first performance of the Amoy Amateurs at the new theatre was given last night. The evening, as a whole, was quite enjoyable, although the acting all round was rather tame, exhibiting in nearly every case a depressing lack of spirit and a good deal too much of that painful self-consciousness which is apt to afflict amateurs and their audiences. The absence of one or two of our local "stars" was much and unavoidably felt. The last piece was particularly appreciated by that portion of the audience who have had sufficient experience in dealing with mothers-in-law. Messrs. Bain and Trotter kindly treated the audience to some of their finest selections in the piano and cornet-à-pistons. The scenery painted by Signor M. Baptista (late of Canton and Hongkong) was good enough to have a degree of the desired effect on the performance.

The following Prologue was read by Mr. N. C. Stevens:—

MY DEAR FRIENDS:—
Once more the changing seasons have brought round
Amoy's best time, when health and mirth abound;
When, leaving off our *fruitless* search for Treasure,
We seek the Sunny paths that lead to pleasure.
Thus once more We, the Thespian Crowd, to-night
Will use our best ability and might
To act before our audience, in two plays,
The blind god's freaks and baffled rivals' ways.

With deep regret I must announce a gap
In our small troupe. By sudden, sad mishap,
We've missed from out our ranks a shining *star*,
Dearer to us and valued more by far
Than wealth of Indies: One who, we are sure,
You join with us in wishing—A speedy cure.

You see us here, good Public, on new ground,
New stage, new scene—see! cast your eyes around!
You've seen the *drop*—admired it as such,
I trust you'll not say it's a *drop too much.*

Our Scenic Artist has his craft displayed—
Full oft elsewhere—Hongkong, Canton, Port Said.
Though still close by with ever smiling lip—
You'll think it strange!—he's given us the slip:
His genius you shall see in woods and rocks,
And, as for Carpentry—why *there's* a prompter's box.

New *sticks* we've got, too—now don't laugh, detractors,
The *furniture* I speak of, not the Actors:
And for the Audience, this capacious hall
To-night holds you—to-morrow *Spider Ball*:
To-night we make you laugh and special seats reserve ye,
To-morrow lightly dance and to the *Turkey serve ye.*

I've said enough: the time has come, I'm certain,
For the *début*, and ringing up the curtain.
Relying on your kindness in times past
We trust you'll be indulgent to our Cast;
Be not too chary of the rightly-timed applause,
Disheart'ning lack of *that* of failure's oft the cause.
Our faults o'erlook, our merits try to praise,
And at our hits your voice applauding raise.

The first piece on the programme was the comedietta "Which shall I marry?" Mr. E. Pye took the part of *Nailem Tite*, a blacksmith; Mr. R. H. Pye that of *Alonzo Skipjack*, a cockney; and Mrs. Darling that of *Mary Moo*, a milkmaid. The concluding piece was the comedietta "Dearest Mamma." The following was the cast:—*Mr. Browser*, uncle to the Clintons, Mr. E. Pye; *Mr. Nettle Croker*, a bachelor friend, Mr. R. H. Pye; *Mr. Clinton*, son-in-law to Mrs. Fussell, Mr. G. Brown; *Mrs. Clinton* (Edith), Mrs. Alexander; *Mrs. Breezly Fussell* (Dearest Mamma), Mrs. R. H. Pye; *Mrs. Honeywood*, Mrs. Beazeley.

COOKTOWN.

It appears that the name of the township at the new port is to be Cairns. If some person in the colony is to be chosen as sponsor, perhaps the choice of a purely neutral person like the governor is the best.

Last advices from the New Port state that the population is fast increasing. Timber is arriving, or about to be sent there, and buildings are being erected. The flat known as Bill Smith's township is "played out," and the buildings are being erected in a more healthy locality, at the very mouth of the river. As for the tracks, we find some difficulty in speaking about them; the whole affair is treated so thoroughly in a partizan spirit that it is difficult to illicit the real truth from the varying accounts of men even of undoubted veracity. There is nothing as yet to show that a practicable dray road has been found, but it appears that packers can get moderate loads up the range. It is stated that a depôt will be formed on the higher level, from which goods, packed up the ascent, will be forwarded to the Hodgkinson. It is evidently necessary for Government to put men on the Cooktown road, as it is for the present the only road that can be followed by heavy traffic.—*Courier.*

* * *

Messrs. Caird and Co. have contracted to build and engine a screw steamer of about 1,500 tons for the Netherlands-India Steam Navigation Company, similar to the *Graaf van Bylandt*, recently built by the same firm.

It has been officially announced at Berlin that the indemnity of 300,000*l*. paid by the Turkish Government to that of Germany on account of the Salonica outrage, has been handed over to Mrs. Abbot, the widow of the German Consul who was murdered.

A Parliamentary paper has been issued relative to the deaths of seamen serving in British vessels during the past year. From this it appears that a total of 4,076 seamen of all classes were reported to the Board of Trade as having died from various causes in 1875, and of these 367 were mates, 2 midshipmen, 14 quartermasters, 117 boatswains, 1,446 able seamen, 371 ordinary seamen, 290 apprentices and boys, 9 surgeons, 302 cooks and stewards, 96 carpenters, 27 sailmakers, 64 in minor capacities, 98 engineers, 223 firemen, 4 "stowaways," and 656 whose ratings are unknown. The causes of death, compiled in accordance with the returns of the Registrar-General, show little variation as compared with previous returns, and the total numbers exhibit a decrease as compared with 1874 and 1873. But, as a matter of fact, the statistics in this return do not at all indicate accurately the number of deaths that occur afloat among seamen. The return contains some of cases of deaths in British colonial ships, and also many, if not most, of the cases of men who die abroad after their discharge sick from British ships. But it does not include the cases of men who die under similar circumstances in the United Kingdom—in the Dreadnought Hospital and elsewhere.

MORE CHINESE JUSTICE.

At the Mixed Court, a few days ago, an incident occurred, curiously illustrative of the perverted view at times taken by Chinese officials with respect to the administration of justice, and also in a measure explaining their seeming inconsistencies. The leading facts were as follows:—A small gunboat was moored in the Soochow Creek, opposite the end of the Shanse Road, and remained there for some days to the great obstruction of the navigation. A sampan-man was frequently employed to bring members of the crew ashore and take them on board again. Hearing the gunboat was about to leave, the sampan-man went on board and applied for the *cash* due him for his services, whereupon one of the crew seized him, others followed suit, and all of them beat him severely with their fists, finishing by fastening a chain round his neck, the other end of which was attached to a beam overhead, and locked. The man of course cried out lustily for help, and the noise being heard on shore, some people informed a native constable of it. He went on board the gunboat, found the man in the position described, and demanded his release, which, after some demur, was effected. One of the crew, who seemed most forward in the affair was asked to go to the Mixed Court to explain matters, but of course refused. The constable then went ashore, and reported the matter at the Louza Police Station. Inspector Wilson at once went to the gunboat, and persuaded the man alluded to, to go quietly to the Mixed Court. A charge of assault within the Municipal limits was preferred against him, before Chên and Mr. Davenport, when the facts as narrated were proved; and Chên, after some demur, was induced to order the defendant to be punished with 100 blows, to be given at the expiration of the business of the day, in the presence of the police. The mandarin commanding the gunboat had in the meantime come into Court, and at once interfering, said that it was not usual to flog gunboat men with bamboo, but with a sort of cudgel, one of which he caused to be fetched from his vessel. Another of the crew brought the instrument, which was seen to be a piece of wood about four feet and-a-half long by 2½ inches square. Before the time came for the punishment to be inflicted, Mr. Davenport was called away from the Court by other business, and when the defendant was brought forward for the fulfilment of the sentence, an extraordinary scene was witnessed. Chên had invited the commander of the gunboat to sit beside him on the judgment seat, when an earnest conversation took place between them. On seeing the culprit before him, the commander harangued him for some time, Chên remaining quiescent. The commander then ordered one of his crew to come forward and inflict the punishment, but this was easier ordered than obeyed. The culprit, objecting to the proceedings altogether, resisted violently, striking out right and left, and it was not until several of the Court runners assisted—one of them receiving a severe blow in the face—that the man was dragged into the open space before the Court, where such punishments are usually carried out. The difficulty did not end here, for he continued his struggles, and it required the united efforts of nearly a dozen men to throw him into the position necessary for the operation. All this while, the commander was shrieking loudly, "Take him out—beat him," and the uproar was tremendous, Chên still remaining quiet, having apparently resigned all authority in the Court for the nonce, to the gunboat commander. Being at length thrown and placed in position, the man, finding he was not to be stripped, lay quiet, and his shipmate advancing with the cudgel, prepared with great ceremony to administer the blows. Flourishing it round his head some ten or a dozen times in a formidable manner, he made believe that he was about to inflict a very heavy blow, but eventually brought the weapon down with the slightest possible tap, scarcely sufficient to stir the recipient's clothing. Several other taps were given in the same pantomimic manner, and the police then protested against its continuance, telling Chên and the commander that that was not the kind of punishment ordered to be inflicted, and insisting that the 100 blows should be given in the customary manner with the bamboo. Both Chên and the commander objected, and, after considerable argument, during which the culprit lay still surrounded by a curious crowd, the man with the cudgel waiting for orders to resume, Chên left the dais, and hastening into the part of the Court where the police officials were standing, in seeming agitation held out his hands and said something to the effect that they "had been friends a long time, and why should they quarrel now?" He was told that the punishment was ordered for an offence committed within Municipal jurisdiction, and could not now be interfered with. He still persisted in appealing to them to allow the "punishment" to be inflicted in the manner directed by the gunboat commander. The officers were, however, inexorable—one of them threatening, if the sentence was not allowed to be carried out properly, to drive to Mr. Davenport and inform him thereof. Chên immediately chin-chinned him, and ask him not to say anything about it! He then returned to his seat, seemingly in high dudgeon, and the commander again wanted to direct the infliction of the punishment. But he and Chên were then told again that the 100 blows would have to be given in accordance with the sentence, before the police left. Chên then said he did not understand Mr. Davenport to say so. He then entered into another long conversation with the commander, and afterwards asked the culprit if he would consent to be flogged with the bamboo, in the ordinary manner! The man of course objected, but it was at length arranged between Chên and the commander that 50 blows should be administered with the bamboo in the usual way, which of course led to more resistance on the part of the recipient, and the scene of confusion was renewed for some time. The fifty blows, or rather "pats," having been given, Chên asked if that would do? He was told no, and the remaining fifty were then as lightly administered. During the operation, the commander looked on sullenly, and at the end left his seat in haste. He was as hastily followed by Chên, who overtook him at the side of the Court, and, chin-chinning him rapidly, entered into a brief but animated conversation with him. The commander then left, followed by his men, including the defendant, who seemed little if any the worse for the bambooing he had just received.—*N. C. Daily News.*

THE BRITISH ASSOCIATION AND SPIRITUALISM.

Mr. Francis K. Munton, the Honorary Secretary of the Psychological Society of Great Britain, writes to us from Boulogne-sur-Mer:—"It is quite refreshing to read the report of the controversy at Glasgow on the alleged spiritualistic or psychical phenomena. It is, indeed, high time, as one of the speakers observed, that this question should be fairly and honourably investigated by our foremost men of science. Proof or disproof on their verdict (based as it would be upon evidence corrected by scientific knowledge and appliances) is eagerly sought by those, who, like myself, are inquirers without foregone conclusions. My object in addressing you is to ask your permission to say that the Psychological Society of Great Britain appointed a special committee of investigation some months ago, and that such committee have held several meetings with the intention of presenting a calm and dispassionate report to the members; and, incidentally, to the public. I am temporarily absent at the seaside, but those who are interested in the subject can obtain all requisite particulars on application at the offices of the society, 11, Chandos-street, Cavendish-square, London."

"NICE PICKINGS."

An examination by the Indian Office at Washington of the questions pending between North Carolina and the Western Cherokees has, according to the *New York Tribune*, let to the unearthing of a gigantic "Democratic swindle," extending through no fewer than three Administrations, and amounting to over $3,000,000. The money stolen was appropriated by Congress at various times in connection with the removal of the Cherokees from Northern Georgia and vicinity to the Indian territory. A good portion of the money appropriated under the treaty of removal went into the hands of those in the Democratic ring which managed the affair, and which through the Administrations of Presidents Polk, Pierce, and Buchanan continued to press claims, present bills, and secure appropriations for expenses incurred in the removal. Where the actual cost of removal in many cases was only $20 per head, from $150 to $200 was charged, and in the bills for removals fictitious numbers of Indians were submitted and allowed. The investigation thus far has involved a number of Democratic politicians of the Administrations named, and has shown that the money stolen outright was not less than $3,000,000.

FINANCES OF PORTUGAL.

Mr. Watson, of the British Legation at Lisbon, reports that the Budget estimate of the general revenue of Portugal for the financial year 1876-77 is equal to £5,346,661 sterling, and the expenditure £5,510,200. In the last ten years the estimated deficit has been reduced from £1,165,891 to £1,163,539, and the estimated revenue shows in the same period an increase of £1,817,631, owing chiefly to the increased yield of customs duties, which are estimated at £2,802,000 in the present Budget. The increase in revenue is also partly due to the growing wealth of the country, a growth promoted by extended means of communication; and there is also the circumstance that in 1873 the Portuguese Government paid off, by means of a loan contracted in Portugal at about 9 per cent., a floating debt which had been contracted at about 12 per cent. Thus a comparison of the present Budget with those of five and of ten years ago will explain the cause of the rise in the value of Portuguese funds. Mr. Watson states the consolidated debt of Portugal at £77,872,892, and the floating debt on the 31st of March, 1876, at £1,183,888. Among the items of general expenditure provided for in the Budget will be found £100,900 for the Civil List of the King and the Queen, and annuities of the Prince Royal and the infante; £22,222, yearly allowance to His Majesty Dom Fernando, ex-King Consort; and £3,555 yearly to the brother of the King, Dom Augusto. Only £710 is charged as the salary of each of the Portuguese Ministers.

THE LADY AND THE BIRD.

Some interesting remarks were made by Miss Lydia Becker on ladies' bonnets and bird preservation during a discussion which took place at Glasgow at the meeting of that section of the British Association devoted to zoology and botany. Miss Becker said she would like to see ladies educated up to a truer feeling for the preservation of "feathered songsters," instead of wearing humming-birds and other small birds of like value in their bonnets. She would like to see them more disposed to adopt as ornaments ostrich feathers, or the wings of fowls or birds expressly reared for their plumage. It is of course possible to educate ladies up to such a state of strong-mindedness that even a whole ostrich might be worn in the bonnet without in any way giving rise to the impression that they were actuated by vanity in thus adorning themselves. The bird would be considered more as an emblem of mental superiority—an evidence of brain power—than as an ornament; but, on the other hand, it must not be forgotten that the ostrich, although it cannot lay claim to the title of a "feathered songster," has a nervous system probably quite as sensitive as that of other birds blessed with the gift of song. Ladies therefore educated up to a really "true feeling" on the subject could hardly fail to perceive that it is quite as cruel to use ostriches for the purpose of personal adornment as "feathered songsters," or humming birds. The barndoor fowl might perhaps be worn in the bonnet without objection if stuffed, inasmuch as its body can be used as food. The subject of birds in bonnets is, however, so entirely a woman's question that it would be obviously impertinent for man with his inferior intelligence to give advice or offer an opinion on the subject. Woman even with only "a bee in her bonnet" is to him an object of awe and admiration. His sole duty is to provide without remonstrance any article of clothing she may please to wear adorned in such fashion as seemeth good to her in her wisdom.

NAVAL ENGINEERING.

The *Saturday Review* says it is satisfactory to find that the public is not disposed to accept with blind and unreflecting acquiescence the weak verdict of the coroner's jury as to the explosion on board the *Thunderer*. It may, perhaps, have been unavoidable that the examination of witnesses was delayed until after Parliament had risen; but it is much to be regretted that in this case, as in the case of the *Alberta* and the *Vanguard* last year, parliamentary inquiry and criticism should thus be evaded. The constantly recurring instances of negligence and inefficiency in the working of the ships on which we have expended such enormous sums point to the painful conclusion that there must really be something radically wrong with the system of the navy. The *Saturday Review* is quite willing to admit the great and peculiar difficulties with which the naval service, especially in its engineering branches, has at present to contend, in consequence of the transition through which shipbuilding is passing, and the novelty and complexity of the new constructions; but, making every allowance on this account, it would appear that the navy fails to meet those difficulties in an adequate manner simply because it does not take them sufficiently into account. Indeed, it almost seems as if the use of steam machinery had a tendency to weaken and deaden that systematic alertness and activity of mind upon which in other days seamen had to depend for the safety of their ships. At the *Thunderer* inquest, while the mechanical evidence was full and complete, there was an obvious attempt to keep the inquiry as to personal conduct and responsibility within the narrowest limits. But even the partial and guarded evidence which was taken justifies the view that there was gross carelessness on the part of the Steam Reserve authorities in not seeing that the machinery of a ship which had been practically lying idle for three years was in proper condition when handed over to the contractors. It has come out that the Admiralty think it is only necessary to order boilers from a particular firm to be perfectly safe, and the contractors appear to have had equal confidence in the naval authorities. The truth would seem to be that between them they neglected to see that the ship was in proper working order for the trial after having been so long on the shelf. The whole inquiry in this case is a proof, both of that stupid blundering which prevails in the navy, and of the inefficiency of coroners' juries as at present constituted.

SISTER MAGDALENE.

There has just died in Paris an aged lady, commonly known as Sister Magdalene and formerly an Ursuline nun, who seems to have had some right to the designation of centenarian. She claimed (and her claim was universally allowed by her friends and acquaintance) to have been born in Corsica on the 15th of August, 1769, a circumstance which induced her to speak affectionately of Napoleon I. as "her twin-brother." The truth is, however, that a good deal of doubt exists as to the day on which the future Emperor first entered the world he was destined to trouble. Some writers give the 7th of January, 1768, others the 5th of February, 1758, while it is frequently asserted that Bonaparte gave 1769 as his birth-year, in order that he might claim to have been born a Frenchman—Corsica having only been annexed to France in May, 1769. For the same reason he might have preferred to date the first day of his existence from a month subsequent to may. However that may be, Sister Magdalene was troubled by no doubts, and her admiration for her famous compatriot was such as would have done credit to a soldier of the Old Guard. In 1793 the convent of the Ursulines was broken up, nor, when convents began once more to flourish, did Sister Magdalene care to re-enter one. Doomed by her vows to a life of retirement, she nevertheless preferred to be independent, and to arrange the course of her existence after her own fashion. She had once been governess in a noble family, which settled on her a pension of £80 a year. On this scanty income she lived happily enough, though never indulging in such luxuries as meat or wine. Her apartments consisted of a tiny kitchen, a little bedroom bearing a close resemblance to a hole in the wall, and one fine large room with three windows, well secured with wirework, where dwelt some two or three hundred canaries and finches, with a couple (never more than a couple) of doves. These birds she fed to their hearts' content and never sold one, though she gave away many. It was thought she must have feared some twenty thousand of her favourites in all. Once, and once only, in her life Sister Magdalene took a long walk. It was on the 15th of December, 1840, when the remains of Napoleon were laid in the tomb prepared to receive them at the Invalides. Notwithstanding that she was already past her seventieth year, Sister Magdalene followed the car on foot the whole way from Neuilly to its final halting-place.

* * *

Letters received from Baron A. von Hugel announce his arrival in Fiji, where he has already made considerable collections of birds. A full account of his work in New Zealand, with details of his future plans, has unfortunately been lost in transmission to England, but it would appear that he still intends to visit some more of the Pacific Islands, and perhaps New Guinea, before commencing his work in Western Australia.

NAUTICAL ITEMS.

The work of completing the powerful armour-clad turret ship *Téméraire* is being pushed forward at Chatham in order that she may be ready for being launched by the earliest possible date.

Messrs. C. M. Palmer and Co., Limited, Jarrow, have received from Government instructions to build six more gunboats for river service, similar to those now in course of construction in their yard.

Another fracture has been discovered in No. 2 watertight bulkhead on board her Majesty's ship *Simoom*. The plate in which it occurs is some feet in length, and forms one side of the chain cable locker. Originally half an inch thick, it is now worn to the thickness of a sheet of tin. The bottom of this old ship, however, is in a very good state of preservation.

The *Dreadnought*, 4, double-screw iron armour-plated turret-ship, which was launched a few months ago at Pembroke dockyard, is being brought forward for commission with all despatch. This vessel is similar in construction to the *Thunderer* and the *Devastation*, but is slightly larger. She carries four 38-ton guns, and has engines of 8,000-horse power.

An accident which caused great consternation occurred at Devonport on the 8th Sept. The crew of Her Majesty's gunnery ship *Cambridge* were experimenting with torpedoes, when one of them unexpectedly exploded. A boat in the immediate vicinity was sunk, but her crew were promptly rescued. An official inquiry into its cause is to be made. The efficacy of torpedoes was fully demonstrated.

The *Suez*, Jublin, which arrived at Plymouth from Akyab, on the 11th September, spoke on the 26th July, in lat. 11 N., lon. 27 W., the ship *Empire of Peace*, from Liverpool to Calcutta, which vessel reported having a few day previously sent the second mate and three men on board the German brig *Sea Nymph* to work her home, the crew of the brig being disabled by sickness, and the master and several men dead of fever.

As a result of a correspondence which recently took place between the Admiralty and Lloyd's respecting the desirability of Her Majesty's ships calling when practicable at uninhabited islands in search of castaways, orders have been given to the *Wolverene* to call at the Crozets on her passage to Australia. The Crozets will be remembered as the scene of the sufferings of the survivors from the wreck of the *Strathmore*.

There have been such frequent machinery break-downs on board Her Majesty's ships of late that the Admiralty are by no means inclined to treat such preventible accidents with equanimity. In a recent case, in which the cause was clearly attributable to defective workmanship, the contractor has been called upon to make good the defects at his own expense.

The steamship *Alexandria*, of the Anchor line, which was being towed down the Clyde on the 13th September, came into collision with a small vessel named the *Marquis of Bute*, of Belfast, striking her amidships. Being loaded with stones, the *Marquis of Bute* sank immediately. There were four persons on board, including the master and owner, Thomas McCready. Three escaped, but a lad named James Wilson went down with the vessel.

The clerks in the Secretary's office at the Admiralty, as a token of their respect and regard, after nearly twenty years' official association, have presented Admiral Milne with a handsome silver inkstand of the Queen Anne period, which is ornamented with naval emblems, and bears a suitable inscription. It was presented to the gallant officer on his retirement from the Admiralty, and on the forty-ninth anniversary of his promotion to the rank of lieutenant in the navy.

The barque *Richard Cowell*, Captain Welsh, of Cardiff, with coals, for Bermuda, was totally destroyed by fire off Penarth Head early on the 10th September. The fire broke out in the forehold on the previous afternoon, and two hours afterwards was supposed to have been extinguished. Towards midnight, however, it broke out again; and, a strong north-west breeze blowing, the flames soon enveloped the vessel. She was shortly afterwards towed into shallow water and scuttled.

The Lords of the Admiralty have given permission to Captain Antoine Chevalier de Wisslinger, the engineer-in-chief of the Austro-Hungarian navy, accompanied by a party of artillery engineers, to pay a visit to Chatham Dockyard, for the purpose of enabling them to prosecute their studies at that establishment. The officers have visited England for the purpose of acquiring a knowledge of naval construction, and they have permission to continue their investigations at Chatham Dockyard the time they may require.

At a meeting of the South Shields Local Marine Board recently, Mr. Yorke, Stipendiary Magistrate, presiding, a letter was read from the Board of Trade stating that they had received a communication from the Italian Ambassador, addressed to Earl Derby, relative to the humane and gallant services rendered by Captain Alexander Rogers, of the bark *David Malcolm*, of North Shields, to the crew of the Italian vessel *Fransisco Saverio*, off Cape St. Vincent, and enclosing a medal and a vote of thanks of the Italian Government, for presentation to Captain Rogers. The chairman made the presentation.

Although it was possible to repair the ruptured boiler on board the *Thunderer*, it has been determined to remove it bodily, and Messrs. Humphreys and Tennant, the contractors, will replace it by a new one. The plates will be manufactured and fitted at their works at Deptford, and will then, to avoid taking up the decks, be put together in the stokehole of the ship. The "sentinel valve," which was suggested as a precautionary means against explosions of marine boilers by Mr. Livington Fletcher, the assessor at the late inquiry, is to be generally adopted on board ships of the *Thunderer* class.

The wooden screw corvette *Barrosa*, 17 guns, 1,616-horse power, one of the batch of useless unarmoured vessels awaiting breaking up at Chatham Dockyard, has been placed under the steam shears in the factory basin, where her boilers and the heavy portions of her engines and machinery are being removed previously to the vessel being handed over to the ship breakers. The *Barrosa*, although now condemned and ordered to be taken to pieces, is far from being an old vessel, as she was built only fifteen years since, and launched from Woolwich Dockyard. When last in commission she was attached to the China Squadron.

Commander Richard William Charlesson, R.N., whose death has just been reported, entered the navy in March, 1805. He was on board the *Africa* on October 20th, 1808, when she was attacked, while escorting a large convoy in the Malmo Channel, by a powerful flotilla of gunboats, with whom she continued an action of nearly four hours; he was slightly wounded in Lord Gambier's attack in 1809, on the French shipping in the Basque Roads, attended the expedition to Flushing, and served at the siege of Cadiz. After further service in various parts of the world he was promoted to lieutenant in February, 1815. He afterwards served in the coastguard and revenue service until October, 1853.

The troopship *Himalaya*, Captain E. White, has left Plymouth Sound for the West Indies, with a number of officers and seamen for the flagship and other vessels on that station. Captain Frank T. Thomson, late in command of the *Challenger*, surveying and discovery ship, having been selected as flag-captain by Vice-Admiral Sir A. C. Key, K.C.B., commander-in-chief on the North American Station, takes a passage in the *Himalaya*, and on his arrival will relieve Captain Hugh Campbell in command of the *Bellerophon*, 15, screw iron ship, armour-plated, the latter officer having been appointed to succeed his Serene Highness the Prince of Leiningen in command of Her Majesty's yacht the *Victoria and Albert*.

The following is from Messrs. Alfred Brett and Co.'s Circular:—The Steam Shipping Trade, like many other of the important industries of the country, is passing through a severe and long-continued period of depression, which is very disheartening to those who have their capital locked up in this description of property. There is a large quantity of tonnage upon the market, but for the most part consisting of old-fashioned and inferior vessels, which are most difficult to dispose of. Really good boats suitable for ordinary trade can still find purchasers, but whenever possible the holders prefer to wait for a more favourable period than the present to release their property. No immediate prospect of improvement is yet visible. Freights everywhere are at the lowest point, and even with the most rigid economy and the most careful management the best description of steamers can yield only a moderate interest on the capital invested. Many other important interests are, however, in a similar position, and sooner or later a change for the better must arrive. There is no reason yet to suppose that the supremacy in the carrying trade of the world will pass away from the hands of British shipowners.

THE NEW LORDS OF APPEAL.

Mr. Justice Blackburn has not as yet resigned his Judgeship in the Court of Queen's Bench Division, and, although the appointment, with that of Lord Advocate Gordon, has been made, it will not take effect until the 1st of November, when the Appellate Jurisdiction Act will come into force. The salary of a Lord of Appeal in Ordinary is £6,000 a year, being £1,000 in addition to the income of a Puisne Judge of the High Court of Justice. The three Judges transferred to the Court of Appeal—Baron Bramwell, Mr. Justice Brett, and Baron Amphlett—will gain each about £500 a year by the appointment, as, in the event of being required to proceed on Circuit, the expenses are to be allowed, and they are estimated at about £500 a year, now payable out of the salary of £5,000. The appointments of the new Lords Justices will not take effect until the 1st of November.

PROFESSOR HUXLEY'S AMERICAN NOTES.

Professor Huxley was present at the session on the 25th of August of the American Association for the Advancement of Science, held at Buffalo. On being introduced to the meeting he was very cordially welcomed. After stating that he was quite unprepared to occupy their attention, and had no scientific matter to speak of, he said,—"I will state some few of the most salient impressions which have been made on me since my arrival. I have learnt many things and various things. In England we hear and read of America, and have our occasional controversies with her, but no Englishman who has not had the good fortune to visit this country can form a real idea of what that word America means. We have no adequate idea of the extent of your country, its enormous resources, the distances from centre to centre of population, and we least of all understand the great basis of character which sprung from the other side of the Atlantic. A friend of mine in England went abroad for the purpose of seeing foreign countries, and came to America, but while here he said he could not find that he was abroad. Everything here was so English. The scenes which I have witnessed during my travels through your country are like those which we are familiar with in parts of England and parts of Scotland. Your beautiful Hudson reminds me more of a Scotch lake than anything else. I have heard a great deal from your own writers about the degeneracy of the present American stock from the primitive English type. The late Nathaniel Hawthorne used an expression which rather rubbed us; he spoke of the distinction between English and American women, and told us English women were rather too beefy. Now that was his expression not mine.—(Laughter.) I confess the signs of the modifications of type spoken of don't strike me. The main difference between you and us seems to be one of shading only. As to stature, your men have rather the best of ours. In regard to the stature of ladies I cannot find much difference, and for fine, matronly frames, the average is as great here as on the other side. There has been some talk of the influence of your climate carrying you back to the North American type. I cannot say that I can see any signs of that unless it be in the development of that virtue of hospitality which prevails among all savages. I have visited your wigwams—and they are pretty good wigwams too. You entertain us with your best, and not only give us a good dinner, but are not quite happy unless we take the spoons and plates away with us.—(Laughter.) Another feature I have observed which fills me with a certain amount of shame, when I think of what is going on in our country. I have visited your great Universities of Yale and Harvard, and have seen how your wealthy men contribute to scientific institutions in a way to which we are totally unaccustomed in England. The general notion of an Englishman who becomes rich is to buy an estate and found a family. The general notion of an American who becomes rich is to do something for the benefit of the people, and to found an institution whose benefits shall flow to all. I need hardly say which I regard the noblest of these two. It is commonly said, there are no antiquities in America, and you have to come to the Old World to see the past. This may be, so far as regards the trumpery of 3,000 or 4,000 years of human history. But, in the large sense, America is the country to study antiquity. I confess that the reality somewhat exceeded my expectations. It was my great good fortune to study in Newhaven the excellent collection made by my good friend, Professor Marsh. There does not exist in Europe anything approaching it as regards extent and the geological time it covers, and the light it throws on the wonderful problem of evolution which has been so ably discussed before you by Professor Morse, and which has occupied so much attention since Darwin's great work on species. Before the gathering of such materials as those to which I have referred, evolution was a matter of speculation and argument, though we who had adhered to the doctrine had good grounds for our belief. Now things are changed, and it has become a matter of fact and history. The history of evolution, as a matter of fact, is now distinctly traceable. We know it has happened, and what remains is the subordinate question of how it happened. I presume you will excuse me if I find nothing more to say except to give you this rough idea of my impressions about your country. I wish you all good speed, and that this Association, like its sister in Great Britain, will sow the seeds of scientific inquiry in all the towns it visits and thus help on the great good work."

The Clyde ship *Grenada*, 684 tons, bound from Java to Falmouth, with a cargo of sugar, is supposed to have foundered in the Indian Ocean during a typhoon last March. She left port on the 5th of February, and has not since been heard of, and being now three months overdue all hopes are given up as to her safety. She had a crew numbering at least eighteen men on board, and it is feared they have gone down in the vessel.

The direction of the Bureau Veritas has published the following statistics of maritime disasters, reported during the month of July, 1876, concerning all flags. Sailing vessels reported lost:—Eleven English, five American, four French, three German, three Norwegian, three Dutch, two Spanish, two Italian, one Greek, one Russian, one Swedish, nine of which the nationality is unknown; total, forty-five. In this number are included four vessels reported missing. Steamers reported lost:—three English, one German, one American, one Spanish, one Norwegian; total, seven.

COMMERCIAL INTELLIGENCE.

OPIUM.

WEDNESDAY, 1st November.

No change to note in the rates for Bengal drug, and sales of both descriptions to-day are reported at the figures given yesterday, viz., $585 for Patna, and $555 for Benares.

EXCHANGE.

ON LONDON.—	
Bank Bills, on demand	3/11½
Bank Bills, at 30 days' sight	3/11¾
Bank Bills, at 6 months' sight	4/0¼ to 4/0½
Credits, at 6 months' sight	4/½
Documentary Bills, at 6 months' sight	4/¾
ON BOMBAY.—Bank, sight	232½
ON CALCUTTA.—Bank, sight	232½
ON SHANGHAI.—	
Bank, sight	75½
Private, 30 days' sight	76½

SHARES.

Hongkong and Shanghai Bank Shares—19 per cent. premium.

Union Insurance Society of Canton—$600 per share.

China Traders' Insurance Company's Shares—$1,660 per share.

China and Japan Marine Insurance—Tls. 15 per share, nominal.

Chinese Insurance Company.—$208 per share.

Hongkong Fire Insurance Company's Shares—$502½ per share.

China Fire Insurance Company's Shares—$162 per share.

Hongkong and Whampoa Dock Company's Shares—35 per cent. discount.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—16 per cent. discount.

Shanghai Steam Navigation Company—Tls. 70 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$45 per share.

Chinese Imperial Loan—£106.

SALES ON NOVEMBER 1ST, AS REPORTED BY CHINESE.

Brown Sugar—2,200 bags, at $3.35, by Kwong Fook Wo to travelling trader.

White Wax—3 pieces, at $59.00, by Kwong Wing Shing to travelling trader.

Taiwan Camphor—100 piculs, at $17.50, by Yuen Wo Tai to travelling trader.

Mushrooms—5 cases, at $47.00, by Yue Wo Loong to travelling trader.

Vermicelli—100 bags, at $9.40, by Yue Wo Loong to travelling trader.

Cardamons—(inferior), 100 bags, at $20.30, by Hop Hing to travelling trader.

Ningpo Cotton Seed—25 bags, at $16.40, by Chun Chong to travelling trader.

Fungus—30 bags, at $30.80, by Kwong Tuck Chong to travelling trader.

Milled Rice—5,000 piculs, at $1.60, by Tuck to local trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER AND CO.'S REGISTER.)

NOVEMBER 1ST.

Barometer—9 A.M.	30.162
Barometer—1 P.M.	30.066
Barometer—4 P.M.	30.050
Thermometer—9 A.M.	75
Thermometer—1 P.M.	77½
Thermometer—4 P.M.	77½
Thermometer—9 A.M. (Wet bulb)	69
Thermometer—1 P.M. (Wet bulb)	73½
Thermometer—4 P.M. (Wet bulb)	73
Thermometer—Maximum	79
Thermometer—Minimum (over night)	70

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

NOVEMBER 1ST.

BAROMETER, THERMOMETER, &c.	HONGKONG.		AMOY.		SHANGHAI.		NAGASAKI.	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer	30.07	30.16	30.01	30.11	30.23	30.19	30.08	29.96
Ther'cter attached	78.0	74.0	—	—	[illegible]	[illegible]	66.9	66.7
Direction of Wind	SE	NE	SE	NE	ENE	NNW	N	N
Force	1	1	4	3	3	3	5	3
Dry Thermometer	77.0	73.0	77.0	70.0	68.0	67.0	64.9	61.9
Wet Thermometer	68.0	65.0	70.0	65.0	61.0	61.0	61.3	61.2
Weather	b.	b.c.	b.	b.	c.b.	c.b.	c.o.r.	o.c.
Hours' Rain	2	—	—	—	—	—	—	30
Quantity fallen	—	—	—	—	—	—	—	0.17

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND, is registered every two points, N., N.N.E. N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate, 5 to fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. F. Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. T. Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens, and hundreds.

Insurances.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/ₒ) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/ₒ) only.

SIEMSSEN & Co.,
Agents.

tf 1028 Hongkong, 1st July, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 27th March, 1876.

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OF
HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

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Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/ₒ allowed

LIFE DEPARTMENT.

Policies issued for sums not exceeding 25,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/ₒ on the premia.

NORTON & Co.,
Agents.

8 Hongkong, January, 1876.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/ₒ) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.

1335 Hongkong, 4th October, 1876.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/ₒ) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

33 Hongkong, 1st March, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

39 Hongkong, 16th November, 1872.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHARLES H. MORGAN, Agent.

y 931 Hongkong, 19th June, 1876.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20 °/ₒ) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

1 Hongkong, 1st January, 1874.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, *vid* SUEZ CANAL	Antenor (str.)			Butterfield & Swire	On or about 9th inst.
Do. Do.	Martaban (str.)			A. MacG. Heaton	Quick despatch.
Do.	Soterio	Jarvis	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Joachim Christian	Reimers	Hongkong	Meyer & Co.	Quick despatch.
Do.	Ascalon	Bain	Hongkong	Meyer & Co.	Quick despatch.
Do.	Chalmette	Myle		Meyer & Co.	Quick despatch.
Do.	Salamis	Philip	Hongkong	Meyer & Co.	Quick despatch.
HAMBURG	Parana	Laien	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Queensberry	Hening	Hongkong	Russell & Co.	Quick despatch.
Do.	Hoogly	W. Frost	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Denbighshire	D. Williams	Hongkong	Olyphant & Co.	Quick despatch.
SAN FRANCISCO *via* Y'HAMA	Gaelic (str.)		Hongkong	O. & O. S. Co.	On 4th inst., at 3 P.M.
Do. Do.	City of Peking (str.)			P. M. S. S. Co.	On 15th inst., at 3 P.M.
SAIGON, SINGAPORE, &c.	Tigre (str.)	Brunet	Hongkong	Messageries Maritimes	To-day, at noon.
SINGAPORE, BRISBANE, &c.	Somerset (str.)	Torrance	Hongkong	Gibb, Livingston & Co.	On 4th inst., at noon.
Do. BOMBAY, &c.	Khiva (str.)			P. & O. S. N. Co.	On 9th inst., at noon.
COOKTOWN, SYDNEY, &c.	Brisbane (str.)			Gibb, Livingston & Co.	On or about 13th inst.
MANILA	Zamboanga (str.)	Lopez		Remedios & Co.	To-morrow, at 2 P.M.
Do.	Esmeralda (str.)	Theoaud		A. MacG. Heaton	On 7th inst., at noon.
Do.	Teresa	J. M. Cebada	Hongkong	Siemssen & Co.	Quick despatch.
BANGKOK	Danube (str.)	Clancby	Hongkong	Yuen Fat Hong	On 5th inst., at daylight.
YOKOHAMA	Tanais (str.)	Reynier	Hongkong	Messageries Maritimes	Quick despatch.
Do.	Sunda (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Pei-ho (str.)	Lecointre		Messageries Maritimes	Quick despatch.
Do.	Travancore (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Anchises (str.)			Butterfield & Swire	On or about 8th inst.

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AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

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BLACK and COLOURED SILK VELVETS and VELVETEENS.

BROCADED MOHAIR BRILLIANTES.

NEW DRESS MATERIALS for the PRESENT and COMING SEASONS.

PRINTED DELAINS.

CHENILLE DRESS and MANTLE TRIMMINGS.

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CHILDREN'S EMBROIDERED PELISSES.

INFANTS' WHITE MUSLIN and SATIN HOODS and HATS.

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FRENCH WOVE CORSETS and the PATENT CORK DRESS IMPROVER.

BLANKETS, SHEETINGS, QUILTS, TOILET COVERS, ANTIMACASSARS.

LACE, MUSLIN, and LENO CURTAINS.

LADIES' and GENTLEMEN'S FRENCH KID GLOVES.

GENTLEMEN'S COLLARS, SCARVES, and HOSIERY.

LAWN TENNIS, &c., &c.

QUEEN'S ROAD.

1533 Hongkong, 26th September, 1876.

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SCHIEDAM GIN, in Stone Jars. AVH GIN, in White Glass Bottles. Wolfe's Schiedam, Schnapp's Champagne, Beer, and Lager Beer. Hostetter's, Pomeranian, Cocktail, and Boonekaamp Bitters. Sour Kraut, in Jars. Powdered Chocolate, in Bottles.

SMALL KEGS PRIME HAMBURG SALT PORK, BEEF, and COD FISH.

J. F. SCHEFFER, 54, Praya Central.

FOR SALE.

H. PIPER & Co.'s CELEBRATED CHAMPAGNE:—

CARTE BLANCHE, CARTE BLANCHE SEC, and CARTE DOREE, in Cases of 2 dozen pints and 1 dozen quarts.

Apply to

L. L. BUSH,
Praya Central.

1458 Hongkong, 12th September, 1876.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1876,

With which is incorporated

"THE CHINA DIRECTORY."

THIS Work, in the FOURTEENTH year of its existence, is

NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a

CHROMO-LITHOGRAPH
OF A
PLAN OF VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF
SHANGHAI.

A Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS
(Designed expressly for the Work,)
MAPS OF HONGKONG, JAPAN,
THE
P. & O. COMPANY'S ROUTES,
AND
THE COAST OF CHINA;
ALSO, THE
NEW CODE OF CIVIL PROCEDURE—
HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The CHRONICLE and DIRECTORY is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c at $3.

⁂ The Complete Directories, at $5, are all sold, but a few of the Smaller Edition at $3, are still on hand.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

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LONDON	Mr. F. Algar, Clement's Lane.
LONDON	Mr. Geo. Street, 30, Cornhill.
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SAN FRANCISCO	Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK	Messrs. S. M. Pettingill & Co. 37, Park Row.

Vessels on the Berth.

FOR MANILA DIRECT.

THE Spanish Steamer

"ZAMBOANGA,"

Lopez, Master, will leave as above TO-MORROW, the 3rd November, at 2 P.M.

For Freight or Passage, apply to

REMEDIOS & Co.

1717 Hongkong, 30th October, 1876.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE,

(Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN, and KEPPEL BAY, to land Mails and Passengers),

THE Eastern and Australian Mail Steam Company's Steamer

"SOMERSET"

Captain Torrance, will be despatched as above on SATURDAY NEXT, the 4th November, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

1711 Hongkong, 28th October, 1876.

FOR BANGKOK.

THE Steamship

"DANUBE,"

Captain Clancby, will be despatched for the above Port on SUNDAY, the 5th November, at Daylight.

For Freight or Passage, apply to

YUEN FAT HONG.

1719 Hongkong, 31st October, 1876.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *vid* SUEZ CANAL.

THE Company's Steamship

"ANTENOR"

will be despatched on or about the 9th Nov.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

1720 Hongkong, 31st October, 1876.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"SUNDA"

will leave for the above place shortly after the arrival of the Steamship *Travancore* with the next English Mail.

A. McIVER,
Superintendent.

1706 Hongkong, 28th October, 1876.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"TRAVANCORE"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

1707 Hongkong, 28th October, 1876.

FOR LONDON, *vid* SUEZ CANAL.

THE Steamship

"MARTABAN"

will have early despatch as above.

For Freight, apply to

A. MACG. HEATON.

1636 Hongkong, 24th October, 1876.

FOR LONDON.

THE A1 British Clipper Ship

"SALAMIS,"

Philip, Commander, will load here and have quick despatch.

For Freight, apply to

MEYER & Co.

1718 Hongkong, 3[illegible]th October, 1876.

FOR LONDON.

THE American Bark

"CHALMETTE,"

Myle, Commander, will load here and have quick despatch.

For Freight, apply to

MEYER & Co.

1702 Hongkong, 27th October, 1876.

FOR LONDON.

THE A 1. British Clipper Ship

"ASCALON,"

Bain, Commander, will load here and have quick despatch.

For Freight, apply to

MEYER & Co.

1604 Hongkong, 7th October, 1876.

FOR LONDON.

THE 3/3 L I 1 German Barque

"JOACHIM CHRISTIAN,"

Reimers, Commander, will load here and have quick despatch.

For Freight, apply to

MEYER & Co.

tf 1599 Hongkong, 6th October, 1876.

FOR MANILA.

THE Spanish Bark

"TERESA,"

José M. Cebada, Master, will have immediate despatch as above.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

1712 Hongkong, 28th October, 1876.

FOR NEW YORK.

TO FOLLOW THE "WM. VAN NAME."

THE A1 British Bark

"QUEENSBERRY,"

Hening, Master, will load as above and have quick despatch.

For Freight, apply to

RUSSELL & Co.

1555 Hongkong, 28th September, 1876.

FOR NEW YORK.

THE 3/3 A I. I. American Ship

"HOOGLY,"

W. Frost, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

1452 Hongkong, 11th September, 1876.

FOR HAMBURG.

THE 3/3 L I I French Schooner

"PARANA,"

Laien, Master, will load here and at Whampoa, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

1626 Hongkong, 10th October, 1876.

FOR LONDON.

THE A1 British Bark

"SOTERIO,"

Jarvis, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

1566 Hongkong, 2nd October, 1876.

FOR NEW YORK.

THE A1 British Barque

"DENBIGHSHIRE,"

D. Williams, Master, will load here an at Whampoa, and have quick despatch.

For Freight, apply to

OLYPHANT & Co.

1m 1666 Hongkong, 9th October, 1876.

Vessels on the Berth.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 2nd November, 1876, at Noon, the Company's Steamship "*TIGRE*," Commandant BRUNET, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 1st November, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.

Hongkong, 27th October, 1876.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE

CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S.S. *GAELIC* will be despatched for San Francisco, *vid* Yokohama, on SATURDAY, the 4th November, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 3rd proximo. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 16, Praya Central.

G. B. EMORY,
Agent.

Hongkong, 28th October, 1876.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, MARSEILLES, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*KHIVA*," Captain LEE, will leave this on THURSDAY, the 9th November, at Noon.

For further Particulars, apply to

A. McIVER, Superintendent.

Hongkong, 27th October, 1876.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF PEKING* will be despatched for San Francisco, vià Yokohama, on WEDNESDAY, the 15th November, 1876, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, vià OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, vià the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya Central.

G. B. EMORY,
Agent.

Hongkong, October 16th, 1876.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ASCALON, British ship, Bain.—Adamson, Bell & Co.

BEEMAH, British ship, Blackstone.—Melchers & Co.

BUA PAN, Siamese ship, Moller.—Kien Tye Loong.

CALABAR, Brit. str., Hutchison.—Landstein & Co.

CAP HORN, German bark, Matzen.—Wm. Pustau & Co.

CONNAUGHT RANGER, Brit. ship, Hansford.—Order.

DANUBE, British steamer, Clancby.—Yuen Fat Hong.

ELLEN, Brit. bark, Kindred.—Remedios & Co.

ESTEPONA, British steamer, Hubback.—Melchers & Co.

GAELIC, Brit. str., Kidley.—O. & O. S. S. Co.

GEORGE SHOTTON, British bark, Miller.—Carlowitz & Co.

GUSTAV AND MARIE, German ship, Doose.—Arnhold, Karberg & Co.

HOOGLY, Am. ship, Frost.—Tudor Company.

IRENE, German sch., Hansen.—Carlowitz & Co.

OBED BAXTER, American bark, Obed Baxter.—Arnhold, Karberg & Co.

SALAMIS, British ship, Philip.—Adamson, Bell & Co.

SUCCESS, Siamese bark, Bruhn.—Kien Tye Loong.

SUMATRA, American ship, Clough.—Russell & Co.

SYRINGA, Brit. 3-m. schooner, Partridge.—Hee Cheong Ching.

TERESA, Span. bark, Cebada.—Siemssen & Co.

VILLA DE RIVADAVIA, Spanish brig, Camus.—Brandaõ & Co.

YEE SUNG & Co.,
COAL MERCHANTS,

Have always on hand LARGE STOCKS of every description of COAL.

Address, care of HOO-TY-LOONG & Co., No. 43, Praya, Hongkong.

648 Hongkong, 9th May, 1876.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse.

1y 1145 July 20

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper	$1.50
Neatly Bound	$2.00

Apply at the *Daily Press* Office.

Post-Office Notifications.

A mail will close

For Hainan.—Per H.M.S. *Lily*, to-day, the 2nd instant, at 1.30 P.M.

For Shanghai.—To-day, the 2nd instant, at 3.30 P.M.

For Saigon.—To-day, the 2nd instant, at 4.30 P.M.

For Manila.—To-morrow, the 3rd instant, at 4.30 P.M.

For Singapore, Queensland, Sydney, Tasmania, New Zealand, and Melbourne.—Per *Somerset*, on Saturday, the 4th instant, at 11.30 A.M.

For Bangkok.—Per *Danube*, on Saturday, the 4th instant, at 5 P.M.

For Cooktown, Sydney, and Melbourne.—Per *Brisbane*, on Monday, the 13th instant, at 11.30 A.M. Private ship rates.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *TIGRE* will be despatched on THURSDAY, the 2nd November, with Mails to and through the United Kingdom and Europe, *vid* Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria.

Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Paid to Galle only*; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 1st November,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

THURSDAY, 2nd November,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) *addressed to the United Kingdom or to Singapore* may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

MAILS BY THE UNITED STATES' PACKET.

The United States' Mail Packet *GAELIC* will be despatched on SATURDAY, the 4th November, with Mails for Japan, San Francisco, the United States, and London, which will be CLOSED as follows:—
2 P.M., Registry of Letters ceases.
2.30 P.M. Post Office closes.
2.30 P.M. Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage, until
2.50 P.M. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on correspondence thus sent:—

PER HALF OUNCE.	Hongkong Stamps. Cents.	U.S. Stamps. Cents.
Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence	8	3
Aspinwall, Bermuda, Bogota, Carthagena, Costa Rica, Cuba, Curaçao, Fiji, *Greenland, Jamaica*, New Granada, Nicaragua, *Panama*, West Indies	8	5
Hawaii, *New Foundland*	8	6
Guatemala, Mexico, Salvador, Venezuela	8	10
Belize, Greytown, Guiana, Honduras, Martinique, Santa Martha, Turk's Island	8	13
Brazil	8	15
Bolivia, Ecuador, Chili, Peru	8	17
Argentine Confederation, Buenos Ayres, Paraguay, Uruguay	8	23
Newspapers (not over 4 oz.)	2	4
Books, &c., per 4 oz.	6	10

Any articles found enclosed in Newspapers or Book Packets (as silk scarves, jewellery, &c.) will be detained.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *KHIVA* will be despatched with the Mails for Europe, &c., on THURSDAY, the 9th November.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 8th November,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.

THURSDAY, 9th November,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *vid Brindisi*, or to Singapore, may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.

Correspondence can now be forwarded by closed Mails to the United Kingdom, vià San Francisco, at the following rates:—

Letters	12 cents per ½ oz.
Registration	8 cents.
Newspapers	4 cents each.
Books and Patterns, 1 oz.	2 cents.
Books and Patterns, 2 oz.	4 cents.
Books and Patterns, every 4 oz.	8 cents.

The Mails close on 2.30 P.M., usually on the 1st and 15th of each month.

Registry cannot be effected after 2 P.M.

The average time of transit to London by this route is 50 days. The correspondence must be specially addressed vià San Francisco. If insufficiently paid it will be sent vià Suez.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

BOOKS AND PAPERS.—To British Offices, 5lb.
PATTERNS.—5lb. if without intrinsic value.
BOOKS AND PAPERS.—To the Continent, &c., 2lb.
PATTERNS.—8 oz.

4. The following articles cannot be sent by Post at all:—Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails or offensive or injurious to persons dealing with them.

PARCELS.

The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.

Some difficulty is experienced in obtaining a general understanding of *what is a Pattern*. It is a *bonâ fide* sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

Extracts.

WHAT DO WE?

Why are we idling here,
In the land of the free,
Set far from a foreign fear
By the circling sea?

Have we not eyes that read
Through blinding tears?
Have we not hearts that bleed,
And burning ears?

When our lips are loud in wrath,
Why fails our hand?
For the billows that rage in froth
Beat rocks to sand.

But our wrath, more impotent,
Though louder of lip,
With the froth of the mouth content,
Lets moments slip;

While the ruffian holds his head
Most proudly high,
Whose hands from the slaughter are red
With the deepest dye;

And blood of woman and child
On the reeking plain,
And innocence, force-defiled,
Cry out in vain.

What! was our vengeance slow
When, from farther shore,
No wilder wailing of woe
Our heart-strings tore?

As a hurricane then our sword
Over India swept,
For 'twas English blood outpoured,
And our kin we wept.

Ah! is it only in peace
We are brothers all?
Does the kinship of nations cease
When the weaker call?

Was it only for England's fame,
And England's might,
When slaughter we held no shame,
And vengeance right?

Or was life more sacred then,
Virtue more fair?
Were they more than women and men
That had perished there?

Out on the taunt! The shame
We feel as deep,
Though not for the English name
Nor kin we weep.

They were such mothers, they
Such babes as ours.
Ours be the vengeance-day,
And the sword that devours!

Our guns are hard at the gate,
Our wrath to wreak;
Only the word they wait,—
Speak, England, speak!

—*Spectator.* F. W. B

THAT EDITOR.

An editor of my acquaintance, instead of saying "Four golden-haired little cherubs cluster around my hearthstone and make sunshine for my home; four dainty darlings twine their dimpled arms around my neck and kiss away the furrows from my brow; four sweet, childish voices carol joyous song from morn till eve and fill my heart with melody," remarks:—"Four tow-headed youngsters play 'circuss' with my chessmen and 'horsey' with my cane; four ragged urchins upset my instand and spill molasses where the carpet ought to be but isn't; four noisy, uproarious brats, with noses that need—but don't get—constant handkerchiefing, make a Babel of my home, take a paper-weight to crack 'warnuts' and 'hickeynuts,' and cry because there are only two drumsticks to each chicken and two chickens a year.

'Tis shocking! There are four of 'em!
Thank goodness, there are no more of 'em!"

The monster!

LONDON CORPORATION GLUTTONY.

"Prodigious!" is the only adjective that can be appropriately applied to the unbounded gluttony of the unreformed Corporation of London. The city has an enormous annual revenue, and its cash account is, or was very recently, overdrawn to the extent of £75,000. This deficit may be set down wholly to Corporation gluttony, euphemistically described as "civic banquets." Any pretext serves our unreformed Corporation for a Sardanapalus-like spread—"spree" I had almost said. The reception of the Prince of Wales on his return from India cost us unfortunate Londoners the fabulous and sinful sum of £30,000. The late Sultan (of unhappy memory) cost us £26,000; the Czar, £13,947; the Shah, £12,689; the inter-municipal entertainment, £12,849; and so on till the grand total of £100,000 is reached. While the Liberals were in power the Corporation was, comparatively speaking, on its good behaviour. The members dreaded reform, and with some cause; but since the Conservative re-action set in they have broken loose on the ratepayers with unparalleled effrontery. If I may compare them to the chief of evils doers, they have been going on of late as he might be expected to do after the restraint imposed on him by the Millenium. How long, oh! much enduring fellow ratepayers, how long?—*London Correspondent.*

SINGULAR WILLS.

Edward Wortley Montagu, son of Mr. Montagu, ambassador to Constantinople in 1716, by Lady Mary Wortley Montagu, his wife, in his will, after some bequest "to my noble and worthy relation, the Earl of——," adds, "I do not give his lordship any further part of my property, because the best part of that he has contrived to take already. Item, to Sir Francis—— I give one word of mine, because he has never had good fortune to keep his own. Item, to Lord M—— I give nothing, because I know he'll bestow it on the poor. Item, to——, the author, for putting one in his travels, I give 5s. for his wit, undeterred by the charge of extravagance, since friends who have read his book, consider 5s. too much. Item, to Sir Robert W—— I leave my political opinions, never doubting he can well *turn* them into cash, who has always found such an excellent market in which to *change* his own. Item, my cast-off habit of swearing oaths I give to Sir Leopold D——, in consideration that no oaths have ever been able to bind him yet." —A London bookseller, Mr. Parker, left a legacy in 1785 of £50 to "Elizabeth, whom, through my foolish fondness, I made my wife, without regard to family, fame, or fortune; and who, in return, has not spared, most unjustly, to accuse me of every crime regarding human nature, save highway robbery."

THE FRUITS OF ASIATIC TURKEY.

The fruit trade of Smyrna, which is the great emporium for Asia Minor, where the dried fig and the raisin are unrivalled, is one of the largest in the world. It is no exaggeration to say that fruit is an article which occupies the attention of the whole community, more or less, and produces during the season great interest and activity. Figs come to market early in September, and raisins are ready for shipping early in October; the former are procurable only at Smyrna, where the latter in all their qualities may be procured; but the shipments are generally made at Cesmé, Vourla, Carabourna, Usbeck, &c., from which ports the name of the raisins takes its origin. The figs are grown in the Aidin district, and their curing may be seen performed by dirty women in the fig warehouses in September and October. It is a matter of doubt by some whether the cultivation of this fruit is as careful now as it was some ten years ago. The merit of a good fig is a thin skin, the seeds should be visible through the skin, and the fruit inside should be dark and luscious. In packing of figs there is no preparation, and the popular idea of sugaring is erroneous, in fact the sugar would cost more than the fruit. In the fruit trade large sums are frequently gained by speculation, and when the demand in England is brisk, and the prices and quality fair, it very seldom happens that any loss is sustained; it is, however, attended with risk.—*Gardeners' Chronicle.*

A GOOD REASON.

As a gentleman was passing a street beyond the Atlanta Medical College, U.S., in which a number of negroes reside, he heard an old negro calling out to his wife, "Manda! is you got em chickens coral'd in de smoke-house, like I told yer?" "No! An' I'd like to know whar's de matter wi' you, dat you so 'tickler 'bout dem chickens all at once?" she replied. "Nebber you mind! I knows whar's de matter, and that's nuff till em chickens is housed. When I hears dat dem niggers ober dar in de next yard is gwine to hab a party to-morrow night, I wanted to be shore dat my chickens doesn't 'tend it—you hear me?"—*American Paper.*

"PASSING THROUGH TOWN."

Any one detained, by business or any other cause, in London during the month of August will electrified towards its close, just as he has become accustomed to solitude and learnt to enjoy the feeling of having Pall Mall and Regent-street entirely to himself, by finding himself suddenly surrounded by a large proportion of his friends and acquaintances. He finds himself dispensing greetings on every side, and receiving from every one to whom he speaks the same reply, "O, we are just passing through, you know." The places whence they come are as various as are their destinations. Captain and Mrs. Winsome have been enjoying themselves extremely on board a friend's yacht at Cowes, and when the boxes have been cleared of yachting clothes and filled with homespun walking-dresses and gorgeous evening attire, will proceed to Scotland on a tour of visits. Sir John and Lady Acres have been at Homburg, Sir John having apparently been bored to extinction, and Lady Acres being in a chronic state of surprise at having met so few people she knew. They are on their way to Barleycorn Park—Sir John to attend meetings and make speeches to his constituents, his wife to assure his popularity by garden parties and assiduous visiting. Mr. and Mrs. Pushton have been vegetating among humdrum relations in the country, and have both been horribly bored; still, it saved hotel bills, and at the same time prevented their "losing caste," which they are weak enough to imagine they would have done by remaining in London, and Mrs. Pushton has taken advantage of the opportunity to wear out all her old clothes. Now she has returned to fetch her gorgeous costumes before departing on a carefully-arranged tour of "useful" visits. Mr. and Mrs. Brassingham have been at Trouville; the lady was hardly visible during their brief stay, being closeted with Madame Chose, ordering copies of the *voyant* toilettes which have there so much delighted her. They are on their way home to entertain a large party for the partridge-shooting, which is Mr. Brassingham's greatest pride. There are plenty more: young men, filled with conceit at having scaled some mountain without a guide, and careless that their folly and desire to be talked about will cause some less practised mountaineer, or one possessed of a less steady head, to attempt the same feat, and to lose his life or incur terrible injuries. There are young ladies bronzed and burnt with their exposure to weather during Swiss rambles or yachting cruises, and who, the pleasure and excitement being now over, are bitterly lamenting their lost lilies, and buying quarts of kalydor and *blanc-de-perle*; the young couples who have been for their first expedition to Norway—on the lady's part it is generally also the last—and who have either been terribly disappointed or found everything *couleur de rose*, according to their temperaments and their expectations; the heroic couples who have been sacrificing themselves for "the dear children" at Sandiford-super-Mud, and who are now to have a brief holyday (the governess having returned from her "vacation," and having delegated to her plenary powers to suppress nascent insubordination); the young men who have been to Servia and have come back "so unlucky, you know," just before there was anything to be seen. These and innumerable others make a majority of the people to be encountered "passing through." It is extremely amusing to meet a few of these people, and the *détenu* in London is constantly doing so at impromptu luncheons, which prevail greatly at this season, or else at little dinners given by fellow *détenus*, such as guardsmen on duty, whose wives are fashionable enough not to be afraid of risking their pretensions by daring to be in London in September. When some of these birds of passage are gathered together—parties at this season are generally small—the conversation is apt to present a very curious mosaic, and a quiet listener is considerably edified by what he hears. He is infinitely more amused than he is, as a rule, by ordinary season-chatter; the talkers may be said in a certain sense to be "talking shop," which is always interesting to a sensible man, as it involves the speaker's knowing, to the extent of his lights *bien entendu*, what he is talking about. But every one talks, as a selfish whist-player plays, solely for his own hand; and so the Righi mixes with Helvellyn, Weymouth is compared with Dieppe, Ben Nevis with the Somma Riva, and the Isle of Skye with the Isles of Greece. Every one talks at once, and after a brief "Ah, indeed!" when his neighbour's story is done, sets off at score on his own experiences. There is such a superabundance of vivacity, such an unusual amount of "something to say," that the *détenu* is quite amazed at his friends' unwonted loquacity and power of expression. Then, experiences exhausted, there the discussion of the *projets en l'air*; of the grouse that one hopes to slaughter in Inverness-shire; the partridges that another will shoot in Sussex; the salmon to be immolated on the Spey; and the red deer to be chased on Exmoor. The *détenu* goes home with his ears full of the delights of Ischl and the boredom of Buxton; the glories of the Ampezzo Thal and the dulness of Sandiford; the beauties of Ilfracombe and the ugliness of Dovercourt; and is serenely content to listen to his friends' experiences, fondly imagining that he is culling honey from each flower, and laying up a store of wisdom against the days when he, too, may be free, and will set forth in quest of pleasure. Of course, when he does do so, he will discover of how little avail is the experience of others even when honestly followed out. The people "passing through" always profess to be in a state of chronic wonderment at finding "how endurable London is." They are somewhat aggrieved to discover the Parks in the enjoyment of a richer beauty than delighted their eyes in July, and conceive that when they close their shutters the flowers-beds should at once have been denuded of their glories, empty beds and burnt grass being quite good enough for people obliged to stay in London. The ladies are graciously pleased to be surprised at the brightness of the shops—"Really quite like the season!"—not taking into account the fact that they are made thus gay especially for their ensnarement, and that the astute shopkeepers know their *monde* tolerably well. Those of the birds of passage who are living in their own houses, and not in hotels, are disinterred by visitors from the remotest of back regions, the front windows being carefully closed—who would confess to being in London in September?—and the drawing-room *en papillotes*. But, perhaps, at no time is there more cordiality of greeting and a greater absence of *gêne*; there are comparatively so few people to see that those met are welcomed as positive friends. At any rate, those detained by any cause in London at the time when it is at its emptiest, welcome with pleasure the apparition even of those of their acquaintances who are most careful to impress upon them that they are "only passing through."—*World.*

WOLVES IN RUSSIA.

The policy of the English king who took payment of his people's taxes in the singular currency of wolves' heads might be adopted by the Russian Government with very practical results. Wolves are met in France, and bears in Switzerland; but Western Europe can scarcely appreciate the amount of mischief that the Russian empire is subjected to from this plague. The Government at St. Petersburg has just published an official pamphlet, which gives details that might seem incredible, but a notice at the end of the preface states that all the figures are under-estimated. In a single year, in the province of Vologd, 14,000 head of large cattle and 35,000 of small were killed by wolves. It is true that a province in Russia is as big as a principality elsewhere. Vologda consists of 354,000 square versts, and a verst is more than half a mile, but still such wholesale slaughter must be estimated in its importance, not by statistics of extent but of population, and many Russian districts are proverbially destitute of inhabitants. In another department—that of Kazan—the annual sacrifice to these wild beasts was estimated at 5,000 cattle and 25,000 sheep, in value about a quarter of a million of roubles, while the whole population from whom this tribute was levied was less than two millions. In 45 Russian governments, in a single year, 800 head of cattle were destroyed, giving a loss to the country of more than a million sterling. The pamphlet gives many interesting details connected with wolves and their peculiarities, and specially mentions the danger that arises out of their favourite trick of pretending to be dead. It mentions one well authenticated story as an instance. A peasant found a wounded wolf, attacked, and killed him. Believing the animal to be quite dead, he threw the carcase into his sledge and brought it home for the sake of the fur, but in the night the wolf attacked and killed him. The ferocity of the animal is coupled with very extraordinary powers of appetite. The average Russian wolf would not weigh more than a hundred weight, and yet four of them would amongst them consume a horse. They are estimated to be spread over Russia to the number of about 170,000, and the returns show that more than 200 peasants annually fall victims to their attacks. Their consumption of cattle would best be illustrated by a comparison of losses sustained by cattle plagues, fires, and other causes, and the proportion given is that of 200 to 240. It might seem easier to legislate against an animal than against an epidemic, but the number of wolves in Russia shows as yet no diminution. Sometimes it is attempted to poison them wholesale, and hunts are occasionally got up to release a district that has been specially assailed by them. In these days of speculation monarchs are not likely to take payment of their revenues in such negative values as Alfred the Great accepted from his Welsh subjects; but if anything could make wolves' fur fashionable the problem would be solved. The seal and the *grêbe* have been pretty nearly exterminated for the sake of their skins; and if the silver fox were a bird instead of a beast, he would by this time have become a *rara avis*. Unfortunately for the Russian peasantry, wolves' fur is comparatively an unknown commodity in modern commerce.—*Globe.*

THE BYWAYS OF BOOKMAKING.

In the drama plagiarism has been more freely practised than in any other branch of literature. Managers, in fact, are bound at all hazards to entertain the public, and with that view, like the great manager-dramatist of France, "take their property wherever they find it." The origin of the piece is unimportant, provided the piece itself be suitable. The public, moreover, might be prejudiced against it if they were told that it had not been made expressly for them; and they would certainly listen with mistrust to a comedy which, professing to represent the manners of one country, was known as first composed to have depicted those of another. Then there are so many degrees in dramatic plagiarism, from the poet who borrows nothing but an undeveloped subject, or the idea of a subject, to the playwright who re-fashions other men's material, and to the translator who invents nothing, yet, in many cases, does not scruple to claim the work he has translated as his own creation. The novelist who publishes as his own the work of another man is, unlike the dramatist under similar circumstances, looked upon as having committed a disgraceful action. About the time of the Crimean War it occurred to a foreigner who had honoured England by making this country his home, to publish, as an original story, a translation or adaptation of Gogol's "Dead Souls." To suit the English taste the ingenious adapter had done his best to replace Russian manners by English manners, and had made a point everywhere of substituting English for Russian food. Thus, cold mutton and porter, or ham sandwiches and pale ale, were served to guests arriving on a visit in lieu of caviar and vodka. When this plagiarism on a large scale was exposed in the columns of the *Athenæum*, the publisher expressed his regret at having been made a party to a deception practised on the public, and the book was withdrawn. No such sacrifice would be made, nor could it in fairness be expected, from a manager enabled to satisfy himself that a work which he had announced as original was in fact a translation, more or less imperfect. Mr. G. A. Sala has told us in the interesting column which he contributes weekly to the *Illustrated London News* that Paley's "Natural Theology" is freely translated from the Dutch. French bank-notes are, or used to be, adorned with an inscription to the effect that "the forger and punished with twenty years' hard labour." Paley must have felt something like the forger of a French bank note when he undertook to teach morality by means which, as he was reminded every moment by the very work on which he was engaged, were immoral. In the opening chapters on contrivance and design, the watch which he represents himself as finding on a barren heath, he had, in fact, stolen. So, in setting the ten commandments to music, old Hayden, with grim humour, stole a melody for the eighth. Even Richesource, "disguiser" by profession, would scarcely have given his approbation to a method of "disguising" history invented by Le Père Barre, and practised, it must be hoped, by him alone. Gower, in the "Confessio Amantis," had long before spoken of Menander as an historian, classing him with Josephus, Esdras, Ephiloquorus, and others; and had described Ulysses as a learned man, to whom Cicero taught rhetoric, Zoroaster magic, Ptolemy astronomy, Plato philosophy, Daniel divination, and Hippocrates medicine. These, however, are but trifling errors compared to the mistakes, or rather the misrepresentations, made by Le Père Barre in his "History of Germany," of which some two hundred pages are adapted, with the most grotesque results, from the history of Sweden. Le Père Barre wished above all things to divert the reader; and as Voltaire's "History of Charles XII." was much more entertaining than anything he could write, he embodied it, with some indispensable changes of name, in his "History of Germany." He applied to the Emperor Rudolph, Voltaire's remarks on King Stanislaus, and made Valdemar, King of Denmark, say and do precisely the same things as Charles XII. at Bender. This again would not have suited Professor Richesource, who limited his system of plagiarism to "philosophical oratory," and, for the most part, to the enunciation of abstract principles—the property, he seems to have held, of any one who liked to take the trouble to utter them.—*Macmillan's Magazine.*

HONGKONG MARKETS.

As Reported by Chinese on the 1st November, 1876.

COTTON GOODS.

American Sheetings, 15 lbs.	per piece	$2.50 a 2.60
American Drills, 30 yards	,,	2.75 a 2.80
,, 40 ,,	,,	3.30 a 3.30
Cotton Yarn, No. 16 a 24	per 400 lbs.	83.00 a 101.00
,, ,, 28 a 32	,,	103.00 a 115.00
,, ,, 38 a 42	,,	112.00 a 124.00
,, Bombay		76.00 a 78.00
Chintz	per piece	$1.60 a 1.85
Dyed Spotted Shirtings	,,	3.60 a 3.65
,, Brocades Do.	,,	3.75 a 3.90
,, Damask Do.	,,	5.80 a 5.90
English Drills 30 yards	,,	2.10 a 2.15
,, 14 lbs.	,,	2.60 a 2.75
,, 15 lbs.	,,	2.85 a 2.90
Grey Shirtings, 7 lbs.	,,	1.60 a 1.65
,, 8 lbs.	,,	1.70 a 1.75
,, 8½ lbs.	,,	1.85 a 2.40
,, 9 lbs.	,,	2.70 a 2.75
,, 10 lbs.	,,	2.97 a 3.15
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	,,	1.25 a 1.40
,, 24 ,, & 32 in. 7 lbs.	,,	1.40 a 1.50
,, 24 ,, & 36 in. 8 lbs. XO	,,	1.95 a 2.10
,, 24 ,, & 36 in. 8 lbs. QL	,,	2.10 a 2.15
,, 24 ,, & 38 in. 8 lbs. XX	,,	2.50 a 2.55
Handkerchiefs, Blue	per doz.	0.60 a 0.70
,, Brown	,,	0.62 a 0.65
,, Red	,,	0.77 a 0.80
,, Light Red	,,	0.77 a 0.78
Jeans, 30 yards	,,	2.30 a 2.42
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
,, Figured 24 ,,	,,	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	,,	2.15 a 2.25
,, ,, 3 lbs.	,,	2.30 a 2.35
Velvets, Black, 22 in.	per yard	0.20 a 0.21
,, Gentian, 22 ,,	,,	0.17 a 0.18
Velveteens, Black	,,	0.23 a 0.24
,, Gentian	,,	0.28 a 0.29
White Shirtings, 54 a 60 reed	per piece	1.90 a 2.05
,, 64 a 66	,,	2.15 a 2.30
,, 68 a 80	,,	2.55 a 3.20
,, 600	,,	3.35 a 3.40
,, 7,000	,,	3.20 a 3.45
,, AA	,,	1.70 a 1.75
,, EF	,,	5.95 a 6.00
,, MH	,,	4.60 a 4.95
,, EI	,,	5.20 a 5.35
White Spotted Shirtings	,,	2.50 a 2.55
,, Brocades	,,	2.70 a 2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.70 a 3.00
,, 8 lbs.	,,	3.00 a 3.05
,, 9 lbs.	,,	3.70 a 3.80
,, 10 lbs.	,,	4.85 a 5.10
,, 12 lbs.	,,	6.20 a 6.40
Camlets, SSS	per piece	16.00 a 16.50
,, SS	,,	17.50 a 18.00
,, S	,,	18.00 a 18.50
,, BBB	,,	19.00 a 19.50
,, AAA	,,	18.00 a 18.50
,, LLL	,,	16.00 a 16.50
Cloth, Broad	per yard	2.18 a 3.00
,, Medium		1.03 a 1.80
Long Ells, MM Scarlet	per piece	9.10 a 9.20
,, ,, Assorted	,,	8.80 a 8.90
,, HH Scarlet	,,	9.00 a 9.05
,, ,, Assorted	,,	8.60 a 8.70
,, H Scarlet	,,	9.10 a 9.20
,, ,, Assorted	,,	8.85 a 8.90
Lustres, Figure	,,	5.05 a 5.10
Lasting, DD	,,	14.50 a 15.00
Orleans, Plain	,,	5.00 a 5.30
Spanish Stripes	per yard	0.77 a 0.88

METALS.

Iron, Nail Rod	per picul	2.90 a 3.10
,, Hoop	,,	3.50 a 3.55
,, Bar	,,	2.90 a 2.95
,, Wire	,,	6.75 a 6.80
Lead	,,	7.90 a 8.10
Pigs, W.B.	,,	7.50 a 7.80
,, Lead, LB	,,	7.90 a 8.10
Quicksilver, English	,,	60.00 a —
,, American	,,	60.50 a —
Steel, English	per tub	4.00 a 4.10
,, Swedish	,,	5.00 a 5.05
Sheathing Metal	per picul	26.00 a 28.00
Spelter	,,	8.20 a 8.25
Tin, Malacca	per picul	21.00 a 21.50
,, Plates	per box	6.15 a 6.00

PRODUCE.

Almonds	per picul	19.50 a 21.00
Alum, 1st quality	,,	1.70 a 1.75
,, 2nd ,,	,,	1.60 a 1.65
Bark, Siam	,,	0.83 a 1.10
,, Camphor	,,	14.50 a 15.00
Beche de Mer	,,	30.00 a 55.00
Bees Wax, Japan, White	,,	9.10 a 9.20
,, ,, Yellow	,,	44.00 a 46.00
,, Hankow, White	,,	59.00 a 59.50
Birds' Nests, 1st quality	per pcl.	$3,200 a 4,000
,, 2nd ,,	,,	650 a 900
,, 3rd ,,	,,	170 a 250
Brimstone	,,	3.20 a 3.25
Buffalo's Hide, Manila	,,	7.40 a 15.50
Camphor, packed	,,	16.20 a 16.50
,, Baroos, clean	,,	4,800 a 5,000
,, Refuse	,,	2,800 a 3,200
Cardamons, Superior	,,	145.00 a 150.00
,, Inferior	,,	21.50 a 22.00
Cloves	,,	32.00 a 35.00
Coals, Afloat	per ton	
,, English steam	,,	10.00 a 11.00
,, Sydney	,,	8.00 a —
Coffee	per picul	22.20 a 24.50
Copper Sheathing, Japan	,,	25.00 a 29.00
,, Rod, ,,	,,	24.50 a 25.00
,, Nails	,,	23.50 a 23.80
Cotton, Shanghai	,,	18.50 a 18.80
,, Bombay	,,	16.00 a 17.50
,, Shantung	,,	17.00 a 17.50
,, Ningpo	,,	18.50 a 19.00
,, Tientsin	,,	18.00 a 18.50
,, Tungchow	,,	18.50 a 19.00
,, Calcutta	,,	13.00 a 15.50
Cotton Seeds, Saigon	,,	4.95 a 5.00
,, Siam	,,	4.70 a 4.80
Cow's Hide	,,	7.45 a 7.50
Cuttlefish, Japan	,,	22.50 a 26.50
,, ,, without bones	,,	13.00 a 14.50
,, Chauchow	,,	32.50 a 31.00
Cutch	,,	5.80 a 6.10
Dates, Black	,,	4.60 a 5.40
,, Red	,,	4.25 a 4.50
Dried Lily Flowers	,,	7.90 a 8.10
Elephant's Tooth, 4 a 5 pieces	,,	250 a 300
,, 7 a 8 ,,	,,	200 a 220
Flour, California, per sack of 50lbs.		1.25 a 1.30
,, American per barrel of 100lbs.		2.80 a 2.90
,, ,, of 200lbs.		6.10 a 6.35
Fungus	,,	30.50 a 31.00
Flints	,,	0.50 a 0.65
Ginseng, American, 1st quality	,,	220.00 a 300.00
,, ,, 2nd ,,	,,	160.00 a 210.00
Hams, Ordinary	,,	Tls. 11.0.0 a 13.5.0
,, Superior		Tls. 21.5.0 a 23.0.0
Hemp, Hankow	,,	10.50 a 12.00
,, Siam	,,	10.40 a 11.00
Isinglass, Japan	,,	36.00 a 46.00
Melon Seeds, 1st quality	,,	5.50 a 5.60
,, 2nd ,,	,,	5.10 a 5.20
Mushrooms	,,	47.00 a 56.00
Mussels, Dry Siam large	,,	10.00 a 11.00
,, ,, ,, middle	,,	7.00 a 7.50
Mussels, Dry Siam small	per picul	$5.70 a 6.00
Peas, White	,,	2.05 a 2.10
,, Green	,,	2.15 a 2.40
,, Black	,,	1.60 a 1.80
,, Yellow	,,	1.70 a 1.72
,, Green Beans	,,	1.78 a 1.80
Pearl Barley	,,	6.50 a 7.80
Potatoe Flour	,,	Tls. 1.5.0 a 1.7.5
Patchuck	,,	13.00 a 14.70
Rhinoceros Horn	,,	2,600 a 3,000
,, ,, Mother	,,	2,000 a 2,400
Rice, Bengal, Cargo No. 1	,,	2.45 a 2.60
,, ,, 2	,,	2.20 a 2.25
,, Siam, white	,,	1.82 a 1.85
,, ,, mill cleaned	,,	1.69 a 1.71
,, Manila	,,	2.35 a 2.40
,, Singapore	,,	1.88 a 1.91
,, Saigon	,,	1.60 a 1.74
,, Arracan	,,	2.10 a 2.15
,, Rangoon	,,	2.35 a 2.40
Saltpetre	,,	5.60 a 5.70
Seaweed, Green	,,	2.60 a 2.70
,, Cut	,,	4.10 a 4.20
Sesamum, White	,,	5.30 a 5.50
,, Black	,,	3.20 a 3.75
Sharksfin	,,	35.00 a 60.00
Shellfish, Japan	,,	25.00 a 38.00
,, California	,,	14.00 a 13.50
Stockfish	,,	5.00 a 6.50
Straits Produce, &c.,—		
Rattans, Straits	per picul	5.20 a 5.30
,, Banjar	,,	4.25 a 4.35
Pepper, White	,,	13.50 a 14.00
,, Black	,,	7.48 a 7.50
Betel Nut	,,	2.45 a 2.60
Sandal Wood, Malabar	,,	3.20 a 3.60
,, South Seas	,,	13.00 a 14.50
Sapan Wood, Manila	,,	1.60 a 2.00
,, Siam	,,	2.25 a 2.60
Sugar, Canton White, 1 a 3	,,	5.20 a 5.45
,, ,, Dark Brown	,,	4.70 a 5.00
,, West Coast, Dark Brown	,,	—
,, Manila, Dry White	,,	5.45 a 5.60
,, Candy	,,	8.10 a 8.25
,, ,, Foochow	,,	8.90 a 9.30
Vermicelli, Tientsin	,,	8.50 a 9.20
Walnuts	,,	4.25 a 4.50
Wheat, Tientsin	,,	1.65 a 1.70
,, California	,,	2.00 a 2.05
Wood Oil	,,	Tls. 5.8.5.0 a 5.9.0.0
Pea ,,	,,	5.2.0.0 a 5.3.4.0
Tea ,,	,,	$9.25 a 9.55
Window Glass	per box	3.40 a 3.50

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Calabar	June 19	Hutchison	Brit. str	1268	Landstein & Co	
Danube	Oct. 28	Clanchy	Brit. str	561	Yuen Fat Hong	Bangkok
Estepona	Oct. 26	Hubback	Brit. str	676	Melchers & Co	Saigon
Fame	—		Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Fookien	—	Priest	Brit. str	123	Tuck Mee & Co	
Gaelic	Oct. 16	Kidley	Brit. str	2000	O. & O. S. S. Co	Y'hama, &c.
Hoobung	Oct. 28	Petersen	Chi. str	849	C. M. S. N. Co	Shanghai
Iohang ‡	—	D. Martin	Brit. str	700	Butterfield & Swire	
Kinshan ‡	—	A. Benning	Brit. str	1050	H.C. & M. Steamboat Co	
Kin-Kiang ‡	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Leyte	Oct. 19	Bzubiaquerre	Span. str	218	A. MacG. Heaton	Manila
Ly-ee-moon	Oct. 31	Stevens	Brit. str	611	Landstein & Co	
Namoa	Oct. 29	G. Westoby	Brit. str	862	D. Lapraik & Co	East Coast
J. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	184	Kwok Acheong	Bangkok
Somerset	Oct. 27	J. Torrance	Brit. str	1000	Gibb, Livingston & Co	Australia
Sunda	Oct. 23	G. Lee	Brit. str	1073	P. & O. S. N. Co	Yokohama
Tanais	Oct. 29	Reynier	Fren. str	1735	Messageries Maritimes	Yokohama
Tigre	Oct. 19	Brunet	Fren. str	2000	Messageries Maritimes	Saigon, &c.
White Cloud §	—	Hoyland	Brit. str	652	H. C. & M. Steamboat Co	
Yesso	Nov. 1	Pauchard	Brit. str	559	D. Lapraik & Co	East Coast
Yot-sai §	—	D. Browne	Brit. str	180	Kwok Acheong	
Zamboanga	Nov. 1	Lopez	Span. str	615	Remedios & Co	Manila

‡ *Running between Hongkong and Canton*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Alex. McNeil	Sept. 13	J. T. Pettes	Amr. sh	1099	Rozario & Co	S. Francisco
Ascalon	Oct. 14	Bain	Brit. sh	938	Adamson, Bell & Co	London
Beemah	Oct. 10	Blackstone	Brit. sh	887	Melchers & Co	
Bua Pan	Oct. 24	Moller	Siam. sh	575	Kien Tye Loong	
B. Noorfol	Sept. 27	Worgitzky	Siam. bk	360	Chinese	
Cap Horn	Oct. 27	Matzen	Ger. bk	401	Wm. Pustau & Co	Manila
Chow-Sye	Oct. 27	Stehmeyer	Siam. sh	462	Siemssen & Co	Bangkok
C. O. Whitmore	Sept. 26	Peabody	Amr. bk	894	Rozario & Co	
C. Ranger	Oct. 13	Hansford	Brit. sh	1153	Russell & Co	S. Francisco
Corinne	Oct. 25		Brit. bk	396	Wisler & Co	
Elise	Oct. 25	Schmidt	Ger. sch	274	Arnhold, Karberg & Co	
G. Shotton	Oct. 27	Miller	Brit. bk	549	Carlowitz & Co	
Gloucester	Aug. 9	Vincent	Brit. bk	526	Rozario & Co	Dunedin
G. & Marie	Oct. 25	P. Doose	Ger. sh	554	Arnhold, Karberg & Co	
Hoogly	Aug. 8	W. Frost	Amr. sh	1188	Vogel, Hagedorn & Co	New York
Irene	Oct. 15	Hansen	Ger. sch	287	Carlowitz & Co	Keelung
Japan	Oct. 4	Walter	Ger. sch	270	Siemssen & Co	Haiphong
J. Christian	Sept. 26	Reimer	Ger. bk	457	Meyer & Co	London
Kate Waters	July 6		Brit. bk	580	Rozario & Co	
Kishon	Oct. 27	McDonald	Brit. bk	473	Order	London
Loiterer	Aug. 13	Vincent	Amr. sch	45	Insurance Co	
Louise Marie	Oct. 13	Laine	Fren. bk	333	Landstein & Co	
Obed Baxter	Oct. 26	O. Baxter	Amr. bk	916	Arnhold, Karberg & Co	
Parana	Oct. 26	Laine	Fren. sch	260	Vogel, Hagedorn & Co	Hamburg
Queensberry	Aug. 31	Hening	Brit. bk	628	Russell & Co	New York
Rio Lodge	Oct. 19	Mathews	Brit. bg	241	Olyphant & Co	
Salamis	Oct. 15	Philip	Brit. sh	1078	Meyer & Co	London
Soteria	Sept. 9	Jarvis	Brit. bk	598	Vogel, Hagedorn & Co	London
Southern Cross	Oct. 9	Hughes	Amr. sh	1129	Vogel, Hagedorn & Co	Manila
Success	Oct. 20	L. Bruhn	Siam. bk	393	Kien Tye Loong	
Sumatra	Oct. 21	Clough	Amr. sh	1071	Russell & Co	
Syringa	Oct. 17	Partridge	Brit. sch	242	Hee Cheong Ching	Haiphong
Teresa	Oct. 25	J. M. Cebada	Span. bk	256	Siemssen & Co	Manila
V. de Rivadavia	Oct. 26	M. Camus	Span. bk	231	Brandao & Co	
Virginia	Oct. 9	Tarabochia	Aust. bk	290	Landstein & Co	London

RECEIVING VESSELS & HULKS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	—	Rowe	Pow. Mag.	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	

MACAO.

In port on 24th October, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Concordia	—	M. Nunes	Port. bg	270	F. d'Almeida	
Spark ‡	—	G. Lefavour	Brit. str		H.C. & M. Steamboat Co	
Tejo	—	F. Amaral	Port. g-b.	444		

‡ *Running between Canton and Macao.*

SWATOW.

In port on 27th October, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Carl	Oct. 17	Thomsen	Ger. bg	215	Dircks & Co	
C. Andrews	Oct. 24	Place	Brit. bk	356	E. Vincent & Co	Bangkok
Hants County	Oct. 27	Cockhover	Brit. bk	641	Bradley & Co	
Henriette Behn	Oct. 13	Schaechtel	Ger. bk	648	Bradley & Co	London
Hermann	Oct. 18	Davidsen	Ger. bk	484	Dircks & Co	Singapore
J. H. Bowers	Sept. 17	Harkness	Amr. bk	704	Dircks & Co	London
Norma	Oct. 25	Runge	Ger. bk	339	Dircks & Co	
Three Brothers	Oct. 3	Kaleke	Brit. bk	366	Chinese	
Velocity	Oct. 25	Martin	Brit. bk	500	Dircks & Co	

AMOY.

In port on 24th October, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Aarhuus		Solling	Dan. sch	256	H. A. Petersen & Co	
Aline	Sept. 11	Genneson	Fren. bk	330	Elles & Co	
Antioch	Oct. 20		Amr. bk	464	Amoy Dock Co	
A. Reimers	—	Thomson	Ger. sch	205	Brown & Co	
Benefactor	Sept. 23	Hayden	Amr. bk	594	Captain	
Chalmette	Oct. 1		Amr. bk	819	Order	
Genitiv	Oct. 15	Kubse	Ger. sch	169	Pasedag & Co	Bangkok
Gustav	Oct. 15	Sorensen	Ger. bg	237	H. A. Petersen & Co	
Helene	Oct. 13	Jespersen	Ger. sch	149	H. A. Petersen & Co	
Meteor	Oct. 7		Siam. bk	395	H. A. Petersen & Co	
Milo	May 13	Kraabe	Amr. bk	410	Order	
Onward	—	McIsaacs	Brit. sch	215	Order	
Peter	Sept. 15	Holm	Ger. bg	241	H. A. Petersen & Co	
Siam	Oct. 3		Siam. bk	225	Order	
Sosterk	Oct. 21		Nor. bk	289	Tait & Co	
Yarra	June 20	Orfeur	Brit. bk	462	Order	

FOOCHOW.

In port on 25th October, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Almatia	Oct. 17	Blanchard	Amr. sch	387	Chinese	Tientsin
E. C. Mutch	Oct. 13	Mutch	Brit. sch	182	Chinese	Melbourne
Louisa	Oct. 15	Eriksen	Dan. sch	241	Adamson, Bell & Co	Shanghai
Mad. Demorest	Sept. 16	Bissett	Brit. bk	448	Chinese	
Rachel	Sept. 30	Renouf	Brit. bk	282	Adamson, Bell & Co	

SHANGHAI.

In port on 27th October, 1876.

The names of the numerous steamers, tug small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Black Prince	Sept. 7	Ingles	Brit. sh	750	Heard & Co	
Endymion	Aug. 27	Richardson	Brit. sh	759	Gilman & Co	
Foochow	Aug. 7	Hochoenter	Siam. bg	271	Pow Tai Hong	
Friendship	Sept. 4	Moller	Siam. bs	480	Chinese	
Halloween	June 24	Fowler	Brit. sh	920	Gibb, Livingston & Co	London
Jumna	Oct. 21	Robinson	Brit. bk	346	Gibb, Livingston & Co	
Lady Elizabeth	July 27	Cobbett	Brit. bk	657	Wheelock & Co	
Leander	Oct. 1	Knight	Brit. sh	848	Adamson, Bell & Co	
Letty Gales	Oct. 21	Hedgecock	Brit. bk	478	Jardine, Matheson & Co	
Lily	Oct. 23	Oaiante	Span. sch	171	Carter & Co	
Norman Court	Oct. 24	Shewan	Brit. sh	834	Turner & Co	
Osburgha	July 26	Cook	Brit. bk	346	Heard & Co	
Parmenio	Oct. 14	Abbott	Brit. bk	369	Order	
Petunia	Oct. 24	Harland	Brit. bk	491	J. Bryner	
Rita	Oct. 17	Fabie	Span. bk	550	Buchheister & Co	
St. Anne	Sept. 22	Gan	Fren. bk	287	Captain	
Tokatea	July 9	Biggs	Brit. bk	805	John Forster & Co	
Thyatira	Sept. 10	McKay	Brit. sh	962	Adamson, Bell & Co	
Union	Oct. 14	Barry	Brit. bk	555	Lane, Crawford & Co	
W. Libbey	Sept. 11	—	Amr. bk		Frazar & Co	

NEWCHWANG.

In port on 28th September, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Fabius	Sept. 14	Stolze	Siam. bk	635	Order	
Flodden	Sept. 25	Murdock	Brit. bk	337	Order	
Leonore	Sept. 25	Crichton	Brit. bk	251	Order	

YOKOHAMA.

In port on 24th October, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Ambassador	Aug. 30	Prehn	Brit. bk	620	Cornes & Co	
Bonita	Oct. 17	Stahr	Ger. sch	340	Simon, Evers & Co	
Caroline	Oct. 14	Muller	Dan. sch		Captain	
Cordelia	Aug. 30	Williams	Brit. bk	598	J. O. Fraser & Co	
Imperial	Sept. 14	Crosby	Amr. sh	1331	P. & O. S. N. Co	
John Mackean	April 4	Jordan	Brit. sch	198	Walsh, Hall & Co	
Josephine	Oct. 9	Fulton	Brit. bk		P. & O. Co	
Jupiter	Oct. 14	Hoffman	Ger. sch		Captain	
Lothair	Aug. 3	Orchard	Brit. sh	794	M. Heimann & Co	
Mary Fraser	Oct. 3	Dexter	Brit. sh	1174	P. & O. Co	
Mary Jane	May 8	Crighton	Brit. sch	165	E. C. Kirby & Co	
Rupak	Sept. 12	Gall	Brit. sch	100	Captain	
Venezuela	Oct. 20	Kroncke	Ger. sch	300	Tuck Ching & Co	

MANILA.

In port on 28th October, 1876.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Antelope	Aug. 12	....	Amr. sh	1306	Peele, Hubbell & Co	New York
Challenge	Oct. 15	....	Brit. bk	599	Peele, Hubbell & Co	S. Francisco
Conchita	Feb. 7	....	Span. bk	400	J. M. Lago	
Dartmouth	Oct. 19	....	Brit. sh	915	Peele, Hubbell & Co	Liverpool
E. Nicholson	Oct. 14	....	Brit. sh	904	Smith, Bell & Co	U. States
G. F. Muntz	Oct. 19	....	Fren. bk	925	Peele, Hubbell & Co	
Gravina	—	....	Span. bk	246	Order	
India	July 11	....	Span. bk	574	Puig & Llagostera	
Johanna	Sept. 6	....	Dut. sh	1873	Smith, Bell & Co	New York
John Bunyan	Sept. 24	....	Amr. bk	661	Ker & Co	
M. C. Pacheco	Sept. 3	....	Span. bk	371	Aldecoca & Co	
Parthia	Oct. 9	....	Brit. sh	1022	Peele, Hubbell & Co	S. Francisco
Q. of the Seas	Sept. 23	....	Brit. bk	442	F. Richardson & Co	New York
Roodee	—	....	Brit. bk	1036	Inchausti & Co	
S. of the West	Oct. 13	....	Amr. sh	1191	Peele, Hubbell & Co	
The S.J. Family	Aug. 25	....	Brit. sh	1050	Hermann & Co	London
Trinidad	Oct. 11	....	Span. bk	441	Larrinaga & Co	
Union	—	....	Span. sch	152	Order	

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Che-on	Chinese cor.	800	7	Captain Le Bueh
Ching-po	Chinese g.-b	150	4	Captain Wan Him Wan
Shen-chi	Chinese g.-b.	150		Captain J. H. Wade
Kearsarge	American cor.	695		Commander F. V. McNair

H.M.'s SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Nagasaki
Charybdis	steam corvette	17	400	Captain T. E. Smith	Shanghai
Curlew	double sc. gun v.	3	160	Com. E. J. Church	Chinkiang
Egeria	screw sloop	4	120	Com. A. L. Douglas	En route to Sooloo
Fly	double sc. gun vl.	4	120	Com. John Bruce	En route to Foochow
Frolic	double sc. gun vl.	4	100	Com. A. E. Dupuis	Tientsin
Growler	double sc. gun vl.	4	120	Com. W. Stewart	Hongkong
Hart	double sc. gun vl.	4	120	Com. T. H. Royse	Nagasaki
Hornet	double sc. gun vl.	4	120	Com. H. Bippisley	Hongkong
Juno	steam corvette	8	400	Captain J. A. Poland	Singapore
Kestrel	double sc. gun vl.	4	100	Com. Theobald	Hankow
Lapwing	double sc. gun vl.	3	160	Com. Sir W. Wiseman,	Enroute to Tientsin
Lily	screw sloop	3	95	Com. Cochrane [Bart	Canton
Meanee	military hospital	—	—	——	Hongkong
Midge	double sc. gun vl.	4	120	Com. H. G. Salmond	Kobe
Modeste	steam corvette	14	350	Captain A. Buller	Yokohama
Moorhen	gunboat	4	60	Lieut.-Com. J. Hope	Singapore
Mosquito	gun boat	4	60	Lieut.-Com. Paul	Chefoo
Nassau	surveying vessel	4	150	Com. H. H. Napier	Hongkong
Ringdove	double sc. gun vl.	3	160	Com. Singleton	Amoy
Sheldrake	gunboat	4	60	Lieut.-Com. J.B. Haye	Singapore
Swinger	gunboat	2	60	Lieut.-Com. Bolitho	Ningpo
Sylvia	surveying vessel	3	150	Captain St. John	Kobe
Thistle	double sc. gun vl.	4	120	Com. Pusey	Yokohama
Victor Emanuel	receiving ship	14	—	Commodore Watson	Hongkong
Vigilant	despatch vessel	2	250	Lieut.-Com. H. Ryder	Shanghai

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

STEAMERS.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Lintin	—		Brit. str	89	Kwok Acheong	

SAILING VESSELS.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Denbighshire	Sept. 11	D. Williams	Brit. bk	483	Olyphant & Co	New York
Ellen	Oct. 14	Kindred	Brit. bk	499	Remedios & Co	

CANTON.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Amoy	Oct. 31	Drewes	Brit. str	814	Siemssen & Co	Shanghai
An-lan ‡	—	Godsil	H.I.C.M.	g-b.		
Chen-jui ‡	—	E. F. Collins	H.I.C.M.	g-b.		
China	Oct. 29	P. Hennings	Ger. str	643	Siemssen & Co	Shanghai
Ching-Sing ‡	—	E. Choy	H.I.C.M.	g-b.		
Chung-hoi ‡	—	Demie	H.I.C.M.	g-b.		
Peng-chon-hai ‡	—	Palmer	H.I.C.M.	g-b.		
Powan	—		Brit. str	1890	H.C. & M. Steamboat Co	Laid up
Kwong-on	—	Li-ping-tye	H.I.C.M.	g-b.		

‡ *In the river between Cheung-chow and Canton.*

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